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Wyndham Street, Hongkong.

The Hongkong Telegraph

FOUNDED AND NO. 24, 1841. 六月二十英法香港 SATURDAY, DECEMBER 15, 1928. 一月十一日

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KING'S PROGRESS CHECKED.

LATEST BULLETIN NOT FAVOURABLE.

GENERAL CONDITION IS NOT QUITE SATISFACTORY.

INCREASED ANXIETY.

London, Dec. 15.
"The King has had a somewhat disturbed day and His Majesty's general condition is not quite satisfactory. The pulse, however, remains steady."

(Signed)
Stanley Hewett,
Hugh Rybick,
Secretary of Penn.

The disappointing bulletin above was posted outside Buckingham Palace at 8.15 p.m. to-night, giving rise to increased anxiety among the large crowd, which had, as usual, assembled.

Undoubtedly, the bulletin is unsatisfactory, though it is pointed out at the Palace that there is no need for alarm as the pulse is steady, which is taken to indicate that the strength of His Majesty's heart is maintained.

Anxiety, however, prevails in the Palace as to-day marks a check in the King's progress towards recovery.

It was authoritatively stated during the afternoon, that there was no change in the King's condition, and there was then an air of slightly greater confidence among the foreign officials.

Even then it was emphasised that anxiety must continue, by reason of the fact that the King is still suffering from general infection of the system. Anxiety must go on until it is definitely known whether the King's strength is sufficient to banish the microbes from the body.

The bulletin of this morning and the Queen's message to President Coolidge made it clear that while the King was going on as reasonably as could be expected, a long and arduous struggle is to be faced before His Majesty can recover.

The morning bulletin is interpreted by medical experts in the newspapers to mean that the abscess is being drained properly through the tube and that the King's vitality is gaining on the poison in the system.

Low Condition.

A dramatic improvement frequently seen after an empyema operation has not yet been observed, and this is attributed to the fact that when the King was operated upon he was in a very low condition affecting his recuperative powers.

His Majesty's system appears to be so saturated with the poison that the struggle to overcome the infection must be long and difficult.

The afternoon newspapers, however, expressed the opinion through medical experts that even if the King does no more than hold on steadily at present, the outlook is quite favourable.

Imperial Conference.

Reuter's Lobby correspondent understands that following confidential communications with the Dominions, the decision as regards the holding of the next Imperial Conference has been postponed until the New Year, one reason undoubtedly being the question of the King's health.

A message to the Queen has been received from the European Association Conference at Calcutta, expressing deep sympathy at the King's illness and stating that the Conference shares her anxiety and prays for His Majesty's complete recovery.

Prince George Saluting.

New York, Dec. 14.
Prince George arrived at New York to-day in the British cruiser, H.M.S. Durban, anchoring for a time in Lower Bay owing to the dense fog.

As the cruiser passed Governor's Island, the battery accorded the Prince a salute of 21 guns.

The Prince has already boarded the great liner Berengaria, which will sail at midnight for England.

Reuter and British Wireless.

The Queen's Reply.

London, Dec. 14.

The following message, signed by Lord Stamfordham, has been sent

NEW CHINA TARIFF SCHEDULE.

NO REAL DISCREPANCY WITH POWERS' DECISION.

DE JURE RECOGNITION.

London, Dec. 14.
The new tariff schedule promulgated by the Foreign Ministry of the National Government of China is a vote to the powers a few days ago was the subject of a question in the House of Commons to-day, the interrogator asking whether the Government proposed to raise objections.

In a written reply, Mr. G. Locker-Lampson, the Under-Secretary for Foreign Affairs, said that the new tariff would be enforced on February 1st next.

With the exception of certain articles, which were subject to special rates, apparently the rates of duty decided upon were identical with those of the interim schedule accepted by the foreign delegation in 1926.

The Commercial Secretary in Shanghai has been instructed to examine the tariff in detail and to report any discrepancy. No reply as far as he was aware had been returned to the Note of the Foreign Minister.

Mr. Locker-Lampson added that Sir Miles Lampson's visit to Nanking does not indicate recognition of the National Government of China by the British Government, but *de jure* recognition would be the necessary consequence of the signature of any Treaty which might be concluded as the result of negotiations which Sir Miles Lampson is conducting.—*Reuter and British Wireless.*

BRITAIN'S DEBT TO AMERICA.

ANOTHER BIG PAYMENT MADE.

London, Dec. 14.
A payment of \$94,200,000 was made to-day by the British Government to the United States Treasury, of which sum an amount of \$27,000,000 is on account of repayment of principal on the War Debt, the balance being the interest.

With this payment, the total payments to the United States since the funding of the British Debt amount to \$994,380,000, of which \$147,000,000 has been on account of repayment of principal.

The amount outstanding has now been reduced to \$4,463,000.—*British Wireless.*

MOUNTED POLICE CHARGE MOB.

ANTI-AMERICAN OUTBREAK IN ARGENTINA.

Buenos Aires, Dec. 14.
The pronounced anti-American feeling in Argentina since the intervention of the United States in Nicaragua flared up to-day when a group of General Sandino's sympathisers, profiting by Mr. Hoover's presence, paraded the streets with provocatively inscribed banners.

Mounted police eventually charged the demonstrators and several were wounded and arrested.—*Reuter's American Service.*

AFGHAN REBELS GIVE TROUBLE.

FAILURE TO OBSERVE TRUCE.

Peshawar, Dec. 14.
A message from Jalalabad states that the Shinwari rebels are not observing the truce. Bombing operations are proceeding.

The Sirdar of Allahmedjan has left Kabul with reinforcements for the scene of the trouble.—*Reuter.*

in reply to President Coolidge—

"The Queen is most grateful for your kind message, of which His Majesty will in due course be informed, so soon as his strength permits. Though the recent operations successfully treated one phase of the King's serious illness, the consequences of the general infection will entail many weeks of slow and anxious progress before convalescence can be reached."—*Reuter.*

London, Dec. 14.

The following message, signed by Lord Stamfordham, has been sent

SERIOUS FIRE AT WEST POINT.

TWO HOUSES GUTTED COMPLETELY.

BRIGADE FIGHTING FLAMES FOR THREE HOURS.

INCENDIARISM FEAR.

The second serious fire of this week occurred in the early hours of this morning, the Central Fire Brigade turning out in response to a call from Connaught Road West, where No. 135 was found to be blazing furiously.

A high wind was blowing at the time of the conflagration and the situation being hereby rendered more dangerous, a general call was issued, four appliances from Central, one from Kennedy Town, one from Wan Chai, and the fire-float being employed in combating the fire.

No Casualties.

Two houses were completely gutted, and the two houses on either side badly damaged by fire and water before control was gained. Fortunately, no lives were lost. The call was sent through at approximately 4.30 a.m. and the Brigade were kept busy fighting the flames for nearly three hours,

AMERICAN PLAYWRIGHT DISAPPEARED?

Report of Shanghai Mystery Published.

CONFICTING STORIES.

Telegraphic news from London, received in the Colony to-day, states that a report has been issued by one of the American news agencies to the effect that Mr. Eugene O'Neill, the well-known American playwright, has disappeared mysteriously in Shanghai.

Another report, however, has it that Mr. O'Neill was due to arrive in Hongkong to-day (Saturday).

The only liner in from Shanghai to-day is the s.s. President Monroe, and up to the time of going to press we have been unable to trace Mr. O'Neill as having been a passenger by that boat.

ANTI-AMERICAN OUTBREAK IN ARGENTINA.

IN VIEW OF THE CLOSE PROXIMITY OF THE HOUSES TO THE WATERFRONT, THE FIRE FLOAT WAS ABLE TO RENDER MATERIAL ASSISTANCE.

The first sign of the outbreak was observed at 4.10 this morning when flames were seen shooting from the first floor of No. 135, Connaught Road West. The fire rapidly reached the upper storeys and when the first appliance reached the scene, the whole of this house was ablaze.

There was no chance of saving any part of the building, as the firemen concentrated their activities on the adjoining house.

Despite all their efforts, however, the flames spread to No. 136 on the one side and No. 134 on the other, gutting the former and practically the whole of No. 134. Two other houses on the sides were also involved, but were not destroyed.

Incendiary Suspected.

Eye-witnesses stated that there was a wholesale exodus of tenants as soon as the first police whistle was blown, and the arrival of the many fire engines was the signal for another general clear-out. This was a fortunate circumstance, and, as a result, there was no casualty.

The first floor of No. 135 is occupied by a firm of exporters trading under the name of Foo Tsoi, who had let the back portion of their premises to ratty dealers.

The intensity of the fire is in some way accounted for by the fact that some of the floors involved were used as godowns.

The buildings involved were all four-storeyed houses and an interesting feature is contained in a police report issued this morning, stating that the inmates of No. 135 Connaught Road West, where the fire originated, cannot be

DR. WANG'S HOUSE WRECKED.

RIOTERS ATTEMPT TO SET IT ON FIRE.

NANKING RIOT LATEST.

A Naval wireless message received in Hongkong to-day gives a few further details of the Nanking rowdyism (reported in the *Telegraph* yesterday) and states that the rioting by students took place on Thursday evening. The students demonstrated against Dr. Wang, completely wrecking his house.

Attempts to set it on fire were frustrated and a plan to burn his motor car also came to nothing.

The students apparently objected to Dr. Wang's handling of treaties with Foreign Powers. The riot was quelled by the Police and the situation is now quiet. Dr. Wang himself is in Shanghai. The British Minister is also in Shanghai but is due to return to Nanking to-day.

THE TEST MATCH STOPPED.

STORM CAUSES BAD LIGHT.

SUTCLIFFE CAUGHT OUT.

Sydney, Dec. 15.
On the resumption of the Test Match to-day, Australia's remaining wicket was taken for the admission of only two runs.

The man out was Hobbs, who was caught behind the wicket by Duckworth, off Larwood. He had scored one run. Oldfield was not out with 41 to his credit. He made his runs by sound cricket after an uncertain start, batting for 103 minutes. The complete innings, 253 all out, lasted for 302 minutes.

The Lord Mayors' Fund, the original appeal, was practically exhausted at the end of November. The Lord Mayor of London asked all the chief citizens of cities and municipalities through England and Wales to hold public meetings and otherwise to enlist support in the establishment of organisations for the collection of contributions and the reception of gifts of clothing, while a meeting of the Lord Mayors' and Mayors of England was held in London a few days ago for a discussion of the problem.

County Assistance.

Mr. Baldwin now suggests that the Lord Lieutenants might co-operate in the national appeal decided upon by inaugurating County organisations to further the objects of the Lord Mayors' Fund.

The Lord Mayors' Fund for the help of the distressed mining areas.

Up to date that Fund has raised, in round figures, a sum of £100,000. The money is not nearly enough. There are probably 200,000 or more miners out of work, and £100,000 means a maximum of 10s. each with which to face the winter—not 10s. a week, but 10s. for the winter.

Suffering for Folly.

Probably many reasons could be given as to why the Lord Mayors' Fund has not been a greater success, but one of the chief reasons is the feeling at the back of the minds of many of the usually benevolent public that the miners have largely themselves to blame for their present plight.

This may be true, but, if so, they have suffered for their folly. For two years now the strike has been over, and, apart from the post-strike rush of orders, the coal trade has never recovered its former volume.

When the Lord Mayors' Fund was started, the then Lord Mayor of Cardiff appointed a Central Committee, and divided the area into 20 districts, each with a district committee operating on behalf of the Central Committee.

Up to the present approximately 65,000 children have been provided with stout boots and large quantities of serviceable garments. Also, maternity outfits have been distributed amongst the mothers.

Pathetic Conditions.

The mothers are much the worst sufferers throughout the area, though there is another class of victim whose case is tragic—that of boys between 14 and 21, who have never been in work since they left school. The mothers are the worst-clad members of the family. They cut up their garments for the children till they have hardly any left for themselves—and the less said about their own footwear the better.

It is pathetic to see the regulations, from the district committees being drastically cut down in the Lord Mayor's rooms at the Cardiff City Hall. But there is no help for it. South Wales, up to now, has had £38,000 of relief money, but that includes £5,000 for the equipment of the

(Continued on Page 18.)

PLIGHT OF BRITISH MINERS.

MR. BALDWIN APPEALS TO COUNTIES.

LORD LIEUTENANTS ASKED TO CO-OPERATE.

PATHETIC CONDITIONS.

London, Dec. 14.

The plight of British miners, on whose behalf a national appeal was issued a few days back, is giving cause for still deeper concern, and the Premier, Mr. Baldwin, has to-day addressed a letter to the Lord Lieutenants of all Counties, appealing for assistance in raising additional help for the relief of the continued distress in the coalfields.

Recent contents have at least demonstrated the fact that local Scotsmen know how to lose.

"Joan."—The instalment plan enables you to do something that you can't afford, in a way that looks as if you could.

"American chewing-gum is gnawing a foothold in Japan," says a Shanghai paper. Its faculty in this direction has already caused considerable annoyance on our own pavements.

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CAVAGNA MILAN

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II Trovatore—Anvil Chorus

THE ANDERSON MUSIC CO., LTD.

CHAMBER OF COMMERCE.

EXTRAORDINARY MEETING ON INCORPORATION.

MEMBERS' LIABILITIES.

An extraordinary general meeting of the Hongkong General Chamber of Commerce was held yesterday afternoon to pass resolutions with a view to obtaining incorporation under the Companies Ordinances of Hongkong.

Mr. T. G. Wenall (Messrs. Dodwell and Co., Ltd.), the Chairman of the Chamber, presided and the following members of the General Committee were present: the Hon. Mr. C. Gordon Mackie (Vice-chairman), the Hon. Mr. A. C. Hynes, the Hon. Mr. J. Owen Hughes (the Chamber's representative on the Legislative Council), the Hon. Mr. B. D. F. Both, Mr. Neinge S. Brown, Mr. Paul Lauder, Mr. T. E. Pearce and Mr. F. A. Perry, with Mr. R. A. Wadeon (Messrs. Deacons, Solicitors to the Chamber for the purpose of incorporation), and the Secretary, (Mr. M. F. Key).

The following members were represented: Messrs. J. M. Alves and Co., Ltd. (Mr. J. M. Alves); Messrs. A. V. Apoor and Co., Ltd. (Mr. D. H. Cooper); Messrs. Bunker and Co., Ltd. (Mr. Li Hoi-tung); the British-American Tobacco Co. (China) Ltd. (Mr. F. A. Perry); Messrs. Butterfield and Swire (Mr. N. S. Brown); the Chun On Fire Insurance Co., Ltd. (Mr. T. N. Chau); the Compagnie des Messageries Maritimes (Mr. C. Lesdos); Messrs. Dodwell and Co., Ltd. (Mr. T. G. Wenall and Mr. F. Syme Thomson); Messrs. Fung Tang (Mr. Wong Tak-kwong); the General Electric Co. of China Ltd. (Mr. A. B. Raworth); Messrs. Gibb, Livingston and Co., Ltd. (the Hon. Mr. C. G. S. Mackie); Messrs. A. Goeke and Co. (Mr. A. Goeke); Messrs. T. M. Gregory and Co. (Mr. H. M. Gregory); Messrs. T. E. Griffith, Ltd. (Mr. P. A. Dixon); the Hongkong and China Gas Co., Ltd. (Mr. L. J. Blackburn); the Hongkong Electric Co., Ltd. (Mr. F. J. Marsh); the Hongkong and Shanghai Banking Corporation (the Hon. Mr. A. C. Hynes); Messrs. J. D. Hutchinson and Co. (Mr. T. E. Pearce and Mr. P. S. Cassidy); Messrs. Jardine, Matheson and Co., Ltd. (the Hon. Mr. B. D. F. Both); the Kailan Mining Administration (Mr. W. Wright); Messrs. Keller, Kern and Co., Ltd. (Mr. E. Kern); Messrs. Lowe, Birmingham and Matthews (Mr. J. Fleming); Messrs. W. R. Loxley and Co. (Mr. W. L. Attenden); Messrs. Mackinnon, Mackenzie and Co. (the Hon. Mr. C. G. S. Mackie and Mr. A. E. Martin); The Mitsui Busan Kaisha, Ltd. (Mr. T. Takahashi); Messrs. A. B. Moulder and Co., Ltd. (Mr. Wong Oi-kut); the National City Bank of New York (Mr. G. M. Hall); the Nippon Yusen Kaisha (Mr. Y. Uchida); Messrs. J. M. da Rocha and Co. (Mr. J. M. da Rocha); Messrs. Alex. Ross and Co., Ltd. (Mr. A. W. Hayward); the Shiu On Steamship Co., Ltd. (Mr. T. N. Chau); Messrs. Sing Hing and Co. (Mr. N. C. Horne); the South British Insurance Co., Ltd. (Mr. F. S. Harrison); Mr. B. M. Talati; the Union Insurance Society of Canton, Ltd. (Mr. Paul Lauder); Messrs. Harry Wiking and Co. (the Hon. Mr. J. Owen Hughes).

Growth of Chamber.

The Secretary read the notice convening the meeting.

The Chairman said: Before proposing the resolution which you have just heard I should like to say a few words regarding the reasons for the steps which are contemplated.

The Hongkong Chamber of Commerce was first formed in the year 1861 with a foundation membership of 62 (which it is interesting to note included several firms whose representatives are with us on the present occasion). At that

time a fairly simple form of organization was considered sufficient and under it the Chamber has done a great deal of useful work for 67 years.

As was only to be expected, the membership has during later years considerably increased, and consequently there are many spheres of manufacture, shipping and commercial activity now coming within the scope of the Chamber's business which it is difficult to deal with properly under the existing organization.

In addition to this, the liabilities and responsibilities of the Chamber have substantially increased, more particularly in connexion with the certification of rice exported from Hongkong; and in a great number of instances officials of the Chamber are called upon to carry out very onerous and responsible duties.

Liability Limited.

As was explained in the circular sent with the notice convening this meeting, members of an unincorporated Association have an unlimited liability in relation thereto; any one having a claim against the Chamber can—after he has exhausted the Chamber's funds—pursue the members individually until he obtains all that the Courts award him. Your Committee are anxious to protect the members from any such unpleasant consequences, and in this connexion I should like to point out that under the proposed Memorandum of Association of the Chamber, when registered, the liability in the future of each member will be limited to \$10.00. It is also significant that the Chambers of Commerce of the principal cities in the British Isles have all adopted the safeguard of incorporation.

In view of this your Committee has been advised by the Legal Sub-Committee that it is highly desirable in the interests of the members, that the Chamber should secure the advantages and limitations of liability, which would be obtained by the registration of the Chamber as a Limited Company under the Hongkong Companies Ordinances.

I do not think that the proposed Memorandum and Articles of Association call for special comment. Messrs. Deacons, by whom they were prepared, have based them on those of the Chambers of Commerce of London, Liverpool, Manchester, Birmingham and the British-Rumanian Chamber. All that is considered best has been taken from the Memoranda and Articles of Association of those Chambers and incorporated in those suggested for adoption by the Chamber in Hongkong. Members have had an opportunity during the last two weeks or more of perusing the draft at the offices of the Chamber. The objects as set out in the Memorandum are those almost universally adopted by Incorporated Chambers of Commerce and include the foundation of scholarships to assist young persons training for commercial careers and to advance and promote commercial and technical education; apart from this the Memorandum might, almost be called "common form."

The Winding-up.

So far as the Articles of Association are concerned there is little to say, and I only propose to touch on one or two points arising out of them; it has been thought desirable to encourage firms and limited companies to become members as such; and for that purpose it is provided by the Articles that no person being a member of a partnership firm, or a Director or officer of a Company, shall be qualified for election as an individual member unless his firm or company are already members of the Chamber, or unless the General Committee in view of any special circumstances sanction his election.

It is hoped to have the old Association wound up and the new Company formed and registered by January 1 next year. The General Committee will consist of

(Continued on Page 17.)

The Christmas Store

BUY "HER" A HANDBAG!

WE HAVE OVER 600 TO SELECT FROM
ALL IN THE LATEST STYLES AND COLOURS.

ALSO—
PERFUMES, MANICURE SETS,
HANDKERCHIEFS AND MANY NOVELTIES
SUITABLE FOR GIFTS

THE NEWEST HATS

Specially priced LESS 10%
FOR CHRISTMAS.
GIRL'S HATS LESS 20%

AT THE

ELITE STYLES

R. P. C. BUILDING.

UNDERWOOD TYPEWRITERS

WAYGOOD-OTIS LIFTS

GARDNER ENGINES

HOPE'S STEEL WINDOWS

DODWELL & CO., LTD. QUEEN'S BUILDING

TELEPHONE CENTRAL 1030

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COAL-CERAMICS GLASS

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THE NAVY'S CHOICE

Coates
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PLYMOUTH GIN

OBtainable
EVERYWHERE.

SALESMAN \$AM



An Extensive Position

THE FACT IS—I HAVE A BETTER PLAN—I WANT TO OFFER YOU A REAL GOOD POSITION—AS MY PRIVATE SECRETARY, CHAUFFEUR, BUTLER, CHEF, VALET AND GARDENER.

YEAH?

MEAN WHO ELSE?

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WANTED.—Directly flat, 4 or 5 rooms, furnished or unfurnished, desirable district, all modern conveniences, willing to rent for some years. Write Box No. 449, care of "Hongkong Telegraph."

FOR SALE.

FOR SALE.—B. S. A. Motorcycle, 174 H.P., as new, under 200 miles. What offer? Write Box No. 451, care of "Hongkong Telegraph."

PREMISES TO LET.

TO LET.—One European FLAT, Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—European Flats Nos. 41 and 49, Kennedy Road. Apply Thornhill Aerated Water Factory, 154, Praya East. Phone C.547.

TO LET.—AT CHEUNG CHAU. Furnished bungalow to let. No. 18A. Three rooms and two bathrooms, garden facing south. Close to Morning Beach. Apply Box No. 443, care of "Hongkong Telegraph."

TO LET.—CHEUNG CHAU. Attractive furnished bungalow to let. Large garden, vegetable garden, electric lighting act. Three bedrooms each with separate bathroom, small dining room and lounge. Most moderate rental. Available immediately if desired. Write Box No. 446, care of "Hongkong Telegraph."

ARE YOU SICK? Why Continue To Suffer. Get The Poo On Chinese Herbs and Get Well. Constipation; Rheumatism; Dropsey; Typhoid Fever; Nervousness; and Diabetes. Yee Foo Lun, Chinese Herbalist, Managing Director. Entrance 66, Queen's Road Central, Tel. C. 5009.

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SITUATED within Two Minutes' Walk from the Tram Station and overlooking the Southern Side of the Island. Ready for Occupation. Five-Roomed and Six-Roomed APARTMENTS.

with all Modern Conveniences, Drying Rooms and Out-houses, Two Mts. Apply to

GREDIT FONCIER
D'EXTREME-ORIENT,

4TH FLOOR,

FRANC BANK BUILDING.

MRS. SEKAI

MASSAGE
8, Wyndham Street, 1st floor,
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REPAIR SERVICE
MEANS SATISFACTION
BRING YOUR CAR TO
FIAT GARAGE
67A, 67B, Des Voeux Rd. C.
Telephone Central 4221.

New Advertisements.

FANLING HUNT

STEEPLECHASES

Saturday, 22nd December

FIRST RACE

3 P.M.

Admission to Public Enclosure \$1.00

(Soldiers & Sailors in uniform half price)

Cars parked on course \$10.00 each

Special train leaves Kowloon, 1.30 p.m.

Return 3.40 p.m.

First class return fare including admission to Public Enclosure \$2.00

Free parking for cars.

PUBLIC BAND CONCERT

A Public Band Concert will be given in the

BOTANIC GARDENS

on SUNDAY, December 16th,

from 4 to 5.30 p.m.

By the Band of the

KING'S OWN SCOTTISH

BORDERERS.

(By kind permission of Lt.-Col.

L. J. Comyn, C.M.G., D.S.O.

and Officers.)

Admission to Gardens free, 60 cents to Enclosure. Special Chairs, 50 cents extra.

CHURCH NOTICES.

To-morrow the Third Sunday in Advent.

LOCAL SERVICES.

St. John's Cathedral, Hongkong, December 16th 1928. 3rd Sunday in Advent. Holy Communion 8 a.m. Children's Service 10 a.m. Peak Sunday School, 10 a.m. Mattins 11 a.m. Preacher: The Rev. H. V. Koop.

12 noon. Evensong 6 p.m. Preacher: The Rev. H. V. Koop.

Social Evening in Cathedral Hall after Evensong.

Union Church, Kennedy Road, Sunday, December 16th. Minister, Rev. F. C. Young. Sunday School 10 a.m. Morning Service 11 a.m. Preacher: The Minister. Sermon "The Storm." Hymns, 130, 762, 513, 182. Evening Service 6 p.m. Preacher: The Minister. Sermon "Simon's Education." Hymns, 37, 264, 478, 675.

St. Andrew's Church, Kowloon, December 16th 3rd Sunday in Advent. 8.15 a.m. Holy Communion. 10 a.m. Sunday School Service. 11 a.m. Morning Prayer and Sermon. Preacher: The Vicar. 2.45 p.m. Sunday School. 6 p.m. Evening Prayer and Sermon. Preacher: The Rev. J. J. Hodgins. C.F. Wednesday 19th 6 p.m. Evening Prayer and Address. Friday, 21st ST. THOMAS DAY. 7 a.m. Holy Communion.

First Church of Christ Scientist, Macdonald Road, below Bowen Road Tram Station. Sunday Service, 11.15 a.m. Subject "God The Preserver of Man."

The Sunday School is held on Sunday Mornings at 10 o'clock.

Wednesday Evening Meeting at 5.30 p.m. Reading Room at above address open Tuesday and Friday, 10 a.m. to 12 noon. Monday and Thursday, 5 to 7 p.m. The Public is cordially invited to attend the service and visit the Reading Room of The Mother Church, The First Church of Christ Scientist, in Boston, Mass U.S.A.

S. D. A. Hall, 1st floor, Bank of China Building, Queen's Road

and Duddell Street, Subject "The Power of the Word of God."

Sunday night December 16th 8.30 p.m. Tuesday night 8.30 p.m. Pictured Lecture Everyone Welcome.

Enquire to-day

Lammert's Auctions.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction

on MONDAY,

the 17th December, 1928,

commencing at 10.30 a.m.

At No. 36A, Queen's Road Central.

(Opposite Queen's Theatre).

A Fine Assortment of Silk Goods

comprising—

Printed Silk, Stripe Fuji Silk,

Pongee Silk, Flower Silk, Mandarin Coats and Skirts, Embroidered Shawls, Printed Shawls and Scarves, Ladies' Pyjamas, Gentlemen's Gowns, Cotton Pyjama Suits, Silk Socks and Stockings, Sundry Fancy Goods, etc., etc.

also

on the same day, at 3.00 p.m.

Shop Furniture

comprising—

Glass Show Cases, Glass

Counters, Mirrors, Shop fittings,

etc., etc.

On View from Saturday, the

15th December, 1928.

LAMMERT BROS.

By kind permission of Lt.-Col.

L. J. Comyn, C.M.G., D.S.O.

and Officers.)

Admission to Gardens free, 60 cents to Enclosure. Special Chairs, 50 cents extra.

also

on TUESDAY,

the 18th December, 1928,

commencing at 2.30 p.m.

at their Sales Room, Duddell Street,

A Large Assortment of Toys

comprising—

Aluminium Tea Sets, Dressed

Dolls, Sico Dolls, Furniture Sets,

Stockings, Rubber Balls, Cricket

Balls, Games, Mechanical Toys,

Xmas Tree Decorations, Crackers,

Paper Flags, etc., etc.

also

A Quantity of British

Confectionery.

(Suitable for Presents.)

On View from Monday, the 17th

December, 1928.

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

**TO AVOID
DISAPPOINTMENT**

CUSTOMERS WILL FACILITATE
THEIR CHRISTMAS DELIVERIES
BY PLACING ORDERS NOW.

**THE CLOVER
FLOWER SHOP**

Just a few steps up
Ice House Street.

**"BEAU
GESTE"**
TUESDAY AT
THE
STAR

PLEASE NOTE.

All firms, shops, trades, professions, associations, etc. are cordially invited to send in full particulars as early as possible for FREE INSERTION in the next issue of LEB'S TRADE & SHOPPING GUIDE OF HONGKONG (An Anglo-Chinese Directory).

The next issue will be greatly improved, and much useful information heretofore unpublished will be incorporated in it.

SUGGESTIONS FOR IMPROVEMENT WILL BE MUCH APPRECIATED.

LEB'S 10 Queen's Rd., C. Phone: C. 4925

MASSAGE HALL

MRS. S. UZUNOYE
Expert Massauese
37, Queen's Road C., 2nd floor.

POST OFFICE NOTICE

INWARD MAIIS.

From Shanghai and Swatow Per Chanon December 15.

U.S.A., Honolulu, Japan, Shanghai, and Europe via Siberia (London 23rd and 24th November) President Monroe December 15.

Europe via Nagapatam (Letters and papers) London 15th November, and parcels, 8th November Agents December 10.

U.S.A. Honolulu, Japan and Shanghai President Pierce December 17.

President Madison December 17.

Straits Tressilian November 17.

Shanghai and Amoy Ning Ha December 17.

Shanghai Porthos December 18.

Straits Sado Maru December 18.

Salon Garama December 18.

Canada, U.S.A., Japan and Shanghai Athos II December 20.

Australia and Manila Empress of Asia December 20.

U.S.A., Canada, Japan and Shanghai Aki Maru December 20.

Shanghai Pres Jackson December 21.

OUTWARD MAIIS.

For For Date and Time.

Amoy Kiangchow Sat., Dec. 15, 2.30 p.m.

Straits, Ceylon, India, Mauritius, E. and S. Africa, Aden Esquillino Sat., Dec. 15, 2.30 p.m.

Sea Shui and Wuchow Anjou Sat., Dec. 15, 4 p.m.

Hollow, Pakhoi and Haiphong Limchow Sat., Dec. 15, 8 p.m.

Manila Pres Monroe Sat., Dec. 15, 8 p.m.

Parcels for Germany via Hamburg Coblenz Sat., Dec. 15, 8 p.m.

Hollow, Pakhoi and Haiphong Limchow Sun., Dec. 16, 8.30 a.m.

SHOP EARLY
IT PAYS EARLY
SHOP NOW
EARLY

DO YOUR
CHRISTMAS SHOPPING
AT
WHITEAWAYS

THE FINEST SHOW IN TOWN.

TOYS FOR THE CHILDREN,

CRACKERS FOR THE TABLE.

NOVELTIES FOR THE PARTY,

GIFTS FOR ALL

AT

WHITEAWAYS.

OPEN
Till 6 O'clock
Every Evening
Till
Christmas.



OUR NEW HOME

WE ARE NOW SHOWING
MANY BEAUTIFUL
SUGGESTIONS
for

**X'MAS
GIFTS**
GIFTS FROM
"HIM"
to
"HER"

SPECIAL SHAWLS,
KIMONOS,
PERSIAN COATS,
PYJAMA SUITS,
UNDIES—AND
MANY OTHER
STRIKING NOVELTIES

*Buying here
Saves Money*

D. CHELLARAM

OPPOSITE HONGKONG HOTEL

JACOB'S
CREAM
CRACKERS

first
in flavour
first
in favour

W. & R. JACOB & CO., LTD., DUBLIN, IRELAND

LADIES!

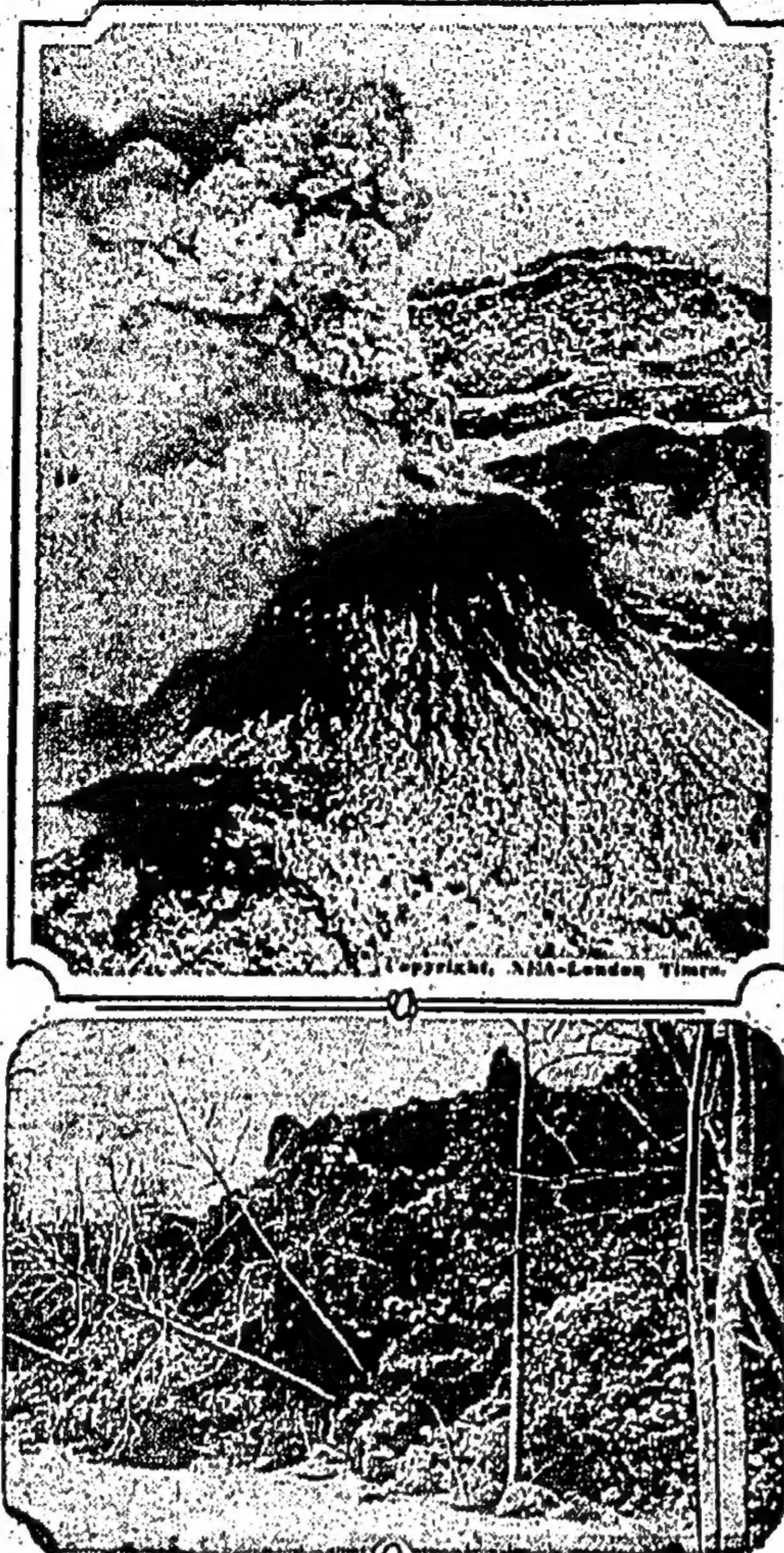
Save Expenses! Like New
HAVE YOUR
DRESSES DRY
CLEANED NOW
AND MADE TO LOOK LIKE NEW.

WE CLEAN & DYE YOUR DRESSES AND
WILL GIVE YOU EVERY SATISFACTION.

Come To Us Once And You Come Always.
THE INTERNATIONAL DRY CLEANING
& DYEING CO.

19, Wyndham Street, 143, Wong Nai Chung Road, 36, Nathan Road,
Hongkong. Happy Valley. Kowloon.

VESUVIUS IN ERUPTION.



This striking picture of a volcano in eruption shows Mt. Vesuvius, Mt. Etna's fiery neighbour, in action. Deep, rumbling explosions accompany the flow of lava from the smoking crater. The lower picture shows a wall of moving lava, pushing irresistibly onward at a speed of about five miles an hour, and burying everything in its path.

SOVIET LOOT "SALE."

COURT BANS MORE
TREASURES.

highest price paid for a picture was 55,000 marks for a Madonna and Child by Cimabue. The total achieved during the whole sale was in the neighbourhood of 2,500,000 marks, which is about what was expected.

Berlin, Nov. 7. The second day's sale of Soviet art treasures by Messrs. Lepke took place this morning under the watchful eye of the Court Bailiff, who was present throughout the proceedings.

This functionary was sent by the Court in order to safeguard the execution of an interim injunction obtained on behalf of fourteen dispossessed Russians to restrain the sale of sundry statues and pictures which they claimed as theirs. Among the claimants are Prince Jussopoff, Count Alexei Bobrinskoff, Prince Serge Dolgorukoff, Prince Dmitri Obolenski, Countess Solonina, and ten others who obtained their injunctions jointly last evening, following upon Prince Kotromantzeff's successful appeal earlier in the day. The auctioneers opened this morning's proceedings by announcing the action of the Court. They thought to waive aside the whole matter with a jest to the effect that several Princes were claiming the same object, and optimistically declared that after further court formalities they would put up the withdrawn articles to auction in a few days.

When they came to enumerating some of the withdrawn articles they had to confess that the *piece de resistance* of the whole day's sale was among them, namely, the picture "Titus Rembrandt as a Boy," by Nicolas Maes, which they had estimated to fetch 35,000 marks, not to mention three important pictures by Hubert Robert and two by Francois Boucher, whose withdrawal was a particular disappointment to the French buyers. The announcement was received with a chorus of "Ah" from all parts of the hall.

Proceeds Impounded.

The estimated value of the 19 pictures and four sculptures which were impounded by the bailiff immediately after the sale was 215,000 marks. In addition to these articles there are about 80 separate objects to which the injunction applies and which were already sold yesterday. In respect of these the bailiff has taken a short cut by impounding the proceeds in money.

The Soviets have given notice of appeal.

Meanwhile, the legal actions had no visible effects on the course of bidding this morning. The sculptures went cheaply, but the pictures fetched—unexpectedly—high prices, and the total for the day reached 741,000 marks or 284,000 marks more than the estimates. The



How proud mother feels when she sees her baby growing up day by day. It is in the first difficult days that correct feeding plays such an important part in the building of baby's future health and strength.

LACTOGEN
REG. TRADE MARK
The NATURAL-MILK Food



"Greet Them With Flowers!"CUT BLOOMS
BOUQUETS
POT PLANTS

TO AVOID DISAPPOINTMENT, CUSTOMERS WILL FACILITATE THEIR CHRISTMAS DELIVERIES BY PLACING ORDERS EARLY.

THE CLOVER FLOWER SHOP

Just a few steps up

ICE HOUSE STREET.

THE WONDERFUL

PATHE PANATONAL

EIGHT VALVES ELECTRIC PICK-UP GRAMOPHONE, THE SENSATION OF THE YEAR IN EUROPE, MAY NOW TO BE HEARD IN HONGKONG.

"LIKE LIFE ITSELF"THE PANATONAL REPRESENTS THE MOST ASTOUNDING PROGRESS IN SOUND PRODUCING MACHINES, AND THE SPECIAL PRICE FOR THIS FIRST MODEL TO REACH HERE IS **\$950.**

It gives the true effect of band or orchestra in volume, tone and richness, but can be modulated as desired.

Adaptable for 110 — 220 volts.

PATHE-ORIENT,
61, Des Voeux Road, Central, HONGKONG. Tel. C. 626.**ASAHI BEER**

Cheerio and The Very Best

The Excellent Qualities of These Beers are Outstanding.

AND
NEW SUN BRAND ASAHI

Specially Brewed for Export by

DAI NIPPON BREWERY CO., LTD. TOKIO, JAPAN.
Sales Agents: MITSUI BUSSAN KAISHA, LTD. Hong Kong.EXPERT MASSEUR.
Cures Rheumatism, Nervousness and all kinds of chronic ailments.
Madame H. MORITA.
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4, On Lan Street.
Telephone No. C.4296MRS. MOTO
HAND & ELECTRIC
MASSAGE
No. 51B, Top Floor, Wyndham Street, Hong Kong.**"SAY IT WITH CHOCOLATES"**

We have received some of Cadbury's and Fry's Chocolates.

THE COLONIAL DISPENSARY.
13, QUEEN'S ROAD, CENTRAL.
Tel. C. 1877.**DEEP-SEA MEASUREMENTS.****WORK OF THE SURVEY VESSEL "METEOR".**

The temperature, the percentage of salt, and therefore also the density of the water of the Atlantic Ocean were measured by the a.s.s. "Meteor" at various depths ranging from the surface to the bottom of the sea. No less than 310 "stations" were established for this purpose, the stay at each "station" averaging from eight to ten hours. The vessel had to cross the Atlantic thirteen times. There was a difference of from five to seven degrees of latitude between the tracks of any two consecutive crossings. These extended from Buenos Aires to Capetown, from Capetown to Punta Arenas (Magallanes), from Rio Grande do Sul to Capetown, from Pernambuco to Fernando Po, etc. The work of survey also included the adjoining parts of the Pacific and Indian Oceans.

One of the main results of the expedition is that additional information has been obtained relative to the depth chart of the Atlantic. This information is based on 67,300 soundings by means of acoustic appliances (so-called "echo" soundings) and 533 ordinary soundings. At one "station," for instance, where the vessel investigated an area covering 600 square kilometres by zigzag cruises, 335 "echo" soundings were made in as short a period of time as eight hours. In 46 different places within that area depths exceeding 10,000 metres were ascertained. Expedition sent out previous to the "Meteor" could not make use of "echo" soundings, because this new method was still in its infancy at those times.

ATLANTIC RIDGE.

The abundant material brought to light by such "echo" soundings enables us to increase our knowledge of the structure of the so-called "Atlantic Ridge." The following explanations are founded on the detailed account given by Professor Dauvin. The Ridge has now been proved to constitute a complicated "massif" greatly varying in its individual parts as regards their general character. It gradually rises from an average depth of 5,000 metres below the level of the sea to some 2,500 metres below surface and divides the Atlantic into two basins—an eastern and a western basin—both of which are entirely different in their structure. The western basin more or less resembles a long groove, whereas the eastern basin is subdivided into several "troughs" separated from each other by cross ridges rising to considerable heights. The result is that the flow of water from one part to another is greatly impeded thereby. There are three of these transverse ridges, viz., the Gutten Ridge, the Walvis Ridge, and the Atlantic-Indian Ridge. So far, only the second of these had been known in regard to its oceanographic importance; but it has now been ascertained that the other two ridges exercise a very similar influence upon the flow of the water. In addition to the three ridges already named, there are several other obstacles in the eastern basin to the circulation of the water from north to south. There can be no doubt that this complicated configuration of the bottom of the Atlantic greatly interferes with the unimpeded movement of water throughout the Southern Atlantic.

Extensive investigations of the physical and chemical conditions of the various strata of water right down to the bottom of the sea enable us to obtain a clear idea of their hydrographic character. In all latitudes, except the highest, the water is arranged in layers. Quite generally speaking, there are four such layers. Between the surface and a depth of 600 metres the water is warm and the percentage of salt is high, whilst between 600 and 1,200 metres the "surface" opposite is the case. This latter section belongs to the Antarctic intermediate Current. Next, the temperature and the percentage of salt increase again, the maximum being reached at a depth of about 2,500 metres. This layer corresponds to the North Atlantic Under-

FOUR YEARS FOR HOTEL THIEF.**"MOST GENTLEMANLY WAY OF LAW-BREAKING."**

"I am ashamed of my law-breaking, but I have never had a chance," declared Victor Carasian, aged 24, who was sentenced to four years' penal servitude at the Old Bailey recently for theft at hotels.

He pleaded guilty to stealing jewellery, etc., from Earle's Hotel, Grosvenor-street, W.; Shortlands House Hotel, Shortlands, Kent, and Embassy Hotel, Bayswater.

It was stated for the prosecution that Carasian's method was to engage a room at a hotel and steal from the bedrooms of guests. He worked alone.

Detective Sergeant Wheatley proved seven convictions against Carasian, the sentences including one of two years' hard labour. Once he escaped from prison, but was at liberty only one day. His mother was an actress, and at the age of four the boy was "farmed out."

"He admits that he has done no work in his life," he said. "His father will have nothing to do with him, although he is very pro-avorous."

Mr. Comyns Carr, K.C. (defending), said that Carasian gave some of the proceeds of the robberies to his mother to pay for an operation. As a boy he was sent to a training ship and became deputy bandmaster.

Detective Sergeant Wheatley said that in Carasian's bag at one hotel were a life-jacket, an air pistol and a lime preserver.

Carasian admitted 23 similar thefts and asked that they might be taken into consideration.

The value of the property stolen by Carasian in all these robberies was put at £5,000.

First Offence at Eleven.

Mr. Comyns Carr remarked that when he was 16 Carasian was sentenced to 12 months' hard labour, notwithstanding that he had previously committed only a small offence at the age of eleven.

Carasian—"The reason I became a hotel sneak thief was not because it is particularly clever, but because it seemed to be the most wholesome and gentlemanly way of breaking the law. I am only a thief, but I want to be otherwise. Be the first judge to give me a chance. Bind me over for ten years or fifty years; but give me another chance."

Sir Ernest Wild, K.C.—My duty is to protect people who stay in hotels from what Carasian calls sneak thieves. Carasian has described his form of law-breaking as gentlemanly; I call it one of the most cowardly forms of crime.

Current which has an extent of about 2,000 metres. From a depth of about 4,000 metres to the bottom of the sea conditions vary between the western and the eastern basins.

Temperature Talking.

The temperature measurements taken by the expedition were carried out by means of the tilting thermometer, the "Meteor" being the first vessel making systematic and extensive use of this method for oceanographic series observations. It has been applied to about 10,000 different soundings. The construction of the tilting thermometer is such that, as soon as the depth concerned has been reached, the mercury column adjusts itself to the temperature at such depth. By means of a weighted rope the apparatus can then be tilted, thus fixing the level of the mercury column in such a way that the temperature measured by the thermometer can be read off after it has been hauled up again.

The foregoing account indicates the great importance attached to the "Meteor" expedition as regards oceanography. A complete view of the results achieved by it cannot, however, be obtained at present. To do so, it is necessary to wait for the completion of the hydrodynamic calculations that have still to be made. The problem of the flow of water, moreover, can only be definitely solved when the individual results achieved by the various departments of science represented on board the "Meteor" have been properly co-ordinated.

"WHY SAILORS GO WRONG."**POPULAR COMEDY COMING AGAIN.**

The excellent comedy "Why Sailors Go Wrong," which was so well received by local movie fans when it was shown recently at the Queen's will be screened at that theatre for one day more, Tuesday next, according to a special announcement in this issue.

Sammy Cohen and Ted McNamara, the incomparable comedy team of "What Price Glory" and "The Gay Retreat" are responsible for the riot of fun which the pictures contains. The story is about two comical taxi drivers, who, after a number of highly amusing and cleverly devised situations find themselves being shanghaied from a big city and marooned on a tropical island where lions, cannibals and dark-skinned beauties make things mighty warm for the pair. This environment proves a unique background for the comedy touches and adds much to the general fun. "Why Sailors Go Wrong" is quite the funniest comedy seen in Hongkong for some time and those who have not already seen it should not miss this final opportunity.

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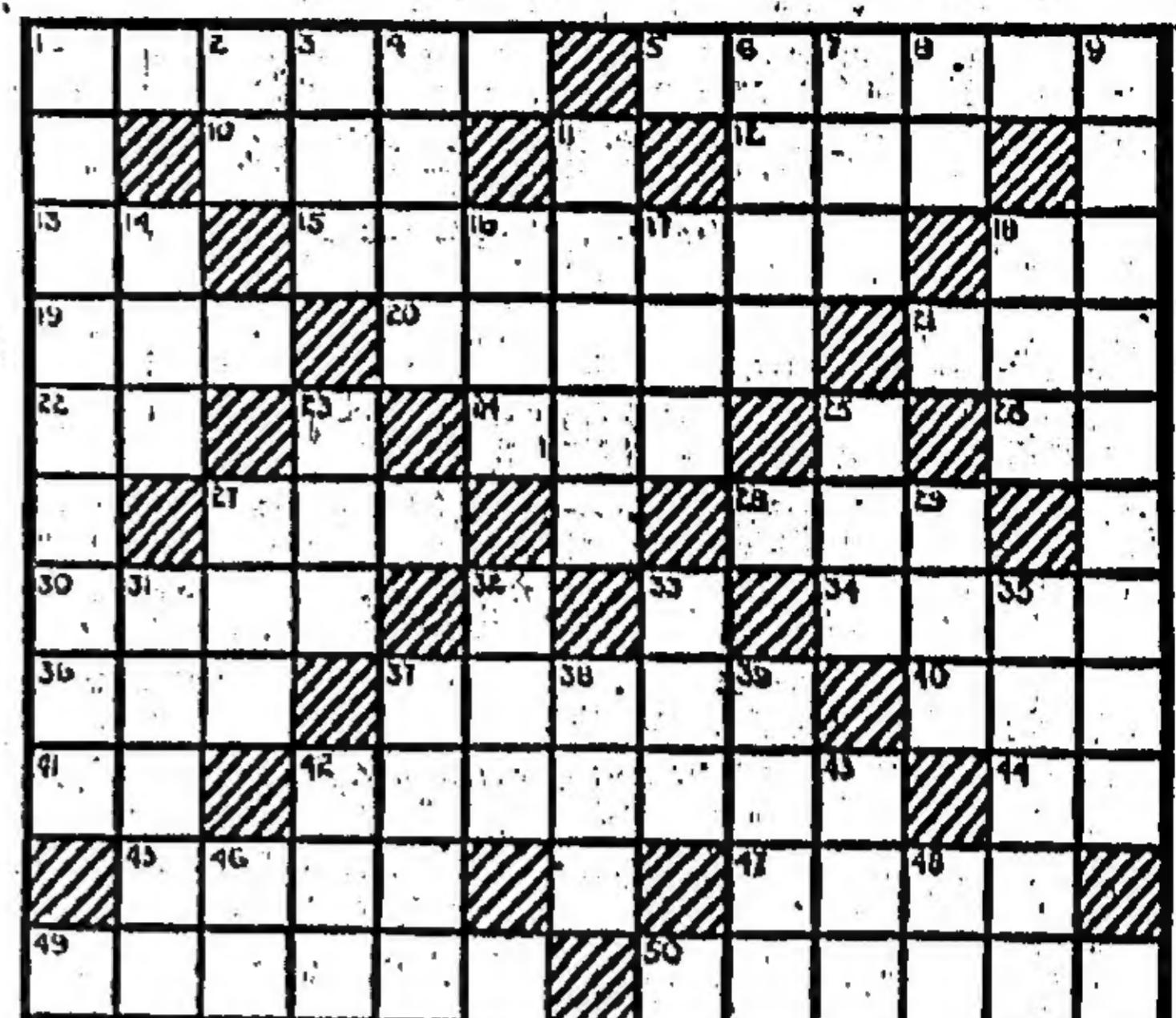
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OUR CROSSWORD PUZZLE.**Horizontal**

1 Lets a small boat down over

2 side of a vessel.

3 Correlative of neither.

4 To depart.

5 Who is the commander of the

6 dirigible, the "Los Angeles"?

7 Part of a fortification.

8 Native metal.

9 Relatives collectively.

10 Knots of wool fibre.

11 Tiny green vegetable.

12 Not bright.

13 Motor fuel.

14 Sprite.

15 Yes.

16 To cut out as a syllable.

17 To make a mistake.

18 Collection of facts.

19 Emperors.

20 Pertaining to air.

21 Bird similar to an ostrich.

22 To put up a poker stake.

23 To wander about.

24 Affirmative.

25 Half an em.

26 Three-toed sloth.

4 Contest of speed.

5 Maple tree.

6 Correlative of neither.

7 To depart.

8 Who is the commander of the

9 dirigible, the "Los Angeles"?

10 Part of a fortification.

11 Native metal.

12 Relatives collectively.

13 Knots of wool fibre.

14 Tiny green vegetable.

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24 Bird similar to an ostrich.

25 To put up a poker stake.

26 To wander about.

27 Affirmative.

28 Half an em.

29 Three-toed sloth.

30 Before.

31 At what city in America did the "Graf Zeppelin" end its flight?

32 Who is the first woman to fly in a dirigible across an ocean?

33 To countersink.

34 Caterpillar hair.

35 Sneaky.

36 Central part of an amphitheatre.

37 Tree having tough wood.

38 Seventh note in a scale.

39 From what country did the "Graf Zeppelin" start its flight?

40 Morindin dye.

41 A rent.

42 Seller.

43 To stop.

44 Agate.

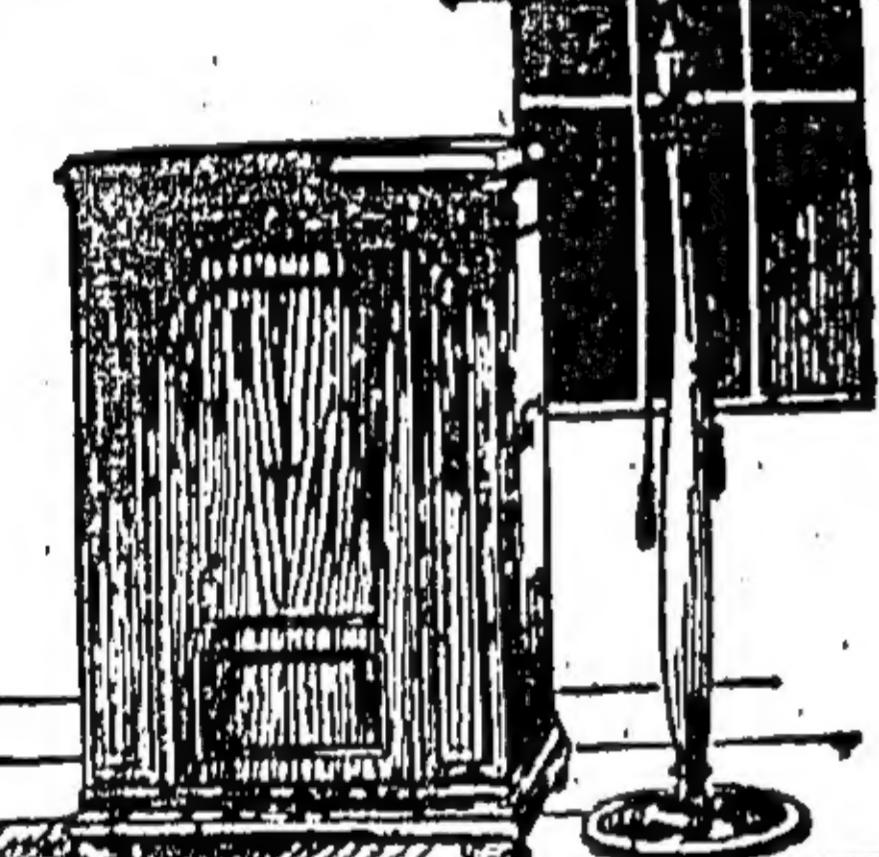
45 Expensive.



Big-time entertainment at small cost

AN Orthophonic Victrola brings you the best in reproduced music of every kind—for a very moderate sum. Especially when you consider that one of these splendid instruments will give you years of constant and satisfactory entertainment.

Pay us a visit at your earliest opportunity. Have us play you the latest Victor Records, and ask about our convenient payment plan. Come to us today!

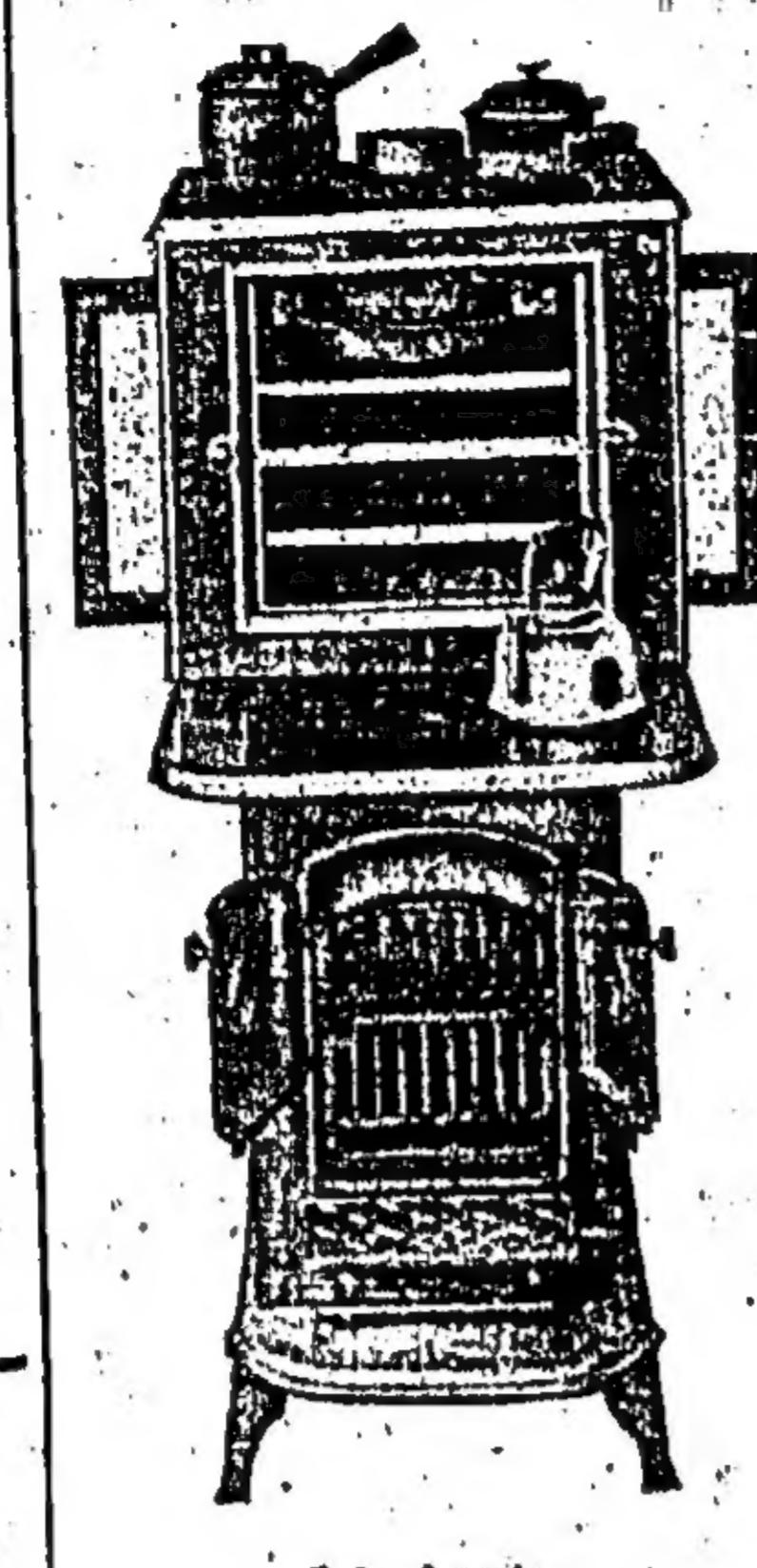


The New Orthophonic Victrola
S. MOUTRIE & CO., Ltd.
(Victor Distributors.)
CHATER ROAD.



THE "TAYCO" STOVE

GIVES ALL THE SERVICE YOU REQUIRE FROM ONE FIRE. COOKING, HOT WATER AND DRYING ROOM.



Sole Agents—

DODWELL & CO., Ltd.

The Hongkong Telegraph.

SATURDAY, DEC. 15, 1928.

BRITAIN & CHINA.

No-one can have read the speech delivered at the British Chamber of Commerce dinner in Shanghai by Dr. C. T. Wang without being struck by its obvious note of sincerity. Attributing many frictions in the past to mutual misunderstandings, the Chinese Foreign Minister expressed his belief that the trying times between Britain and China are now past, and to the British desire for a better understanding and mutual co-operation he responded by saying that his Government is ready and eager to grasp the invitation. If the Treaty negotiations are conducted in the spirit which this speech beokens, we have every reason to believe that an agreement acceptable and beneficial to both sides will result. Especially welcome was Dr. Wang's declaration that he wished to see British trade continue to flourish in China, and it is to be hoped that his Government will make some serious attempt to remove the many vexatious taxes on commerce to which the Chairman of the Chamber alluded in his speech.

Dr. Wang is evidently under no delusions regarding the immensity of the task to which the National Government has put its hands, and when he asks for sympathy and understanding it should be freely given. This, of course, does not imply that the new Administration is to be free from criticism, for criticism of the right type can be of the utmost value. But it is probably true that most Westerners are a little too impatient regarding the relative slowness of the progress made by China's leaders. Dr. Wang no doubt had this thought in mind when he suggested that in a country with a past like that of China, which is slowly changing its political foundations, the critics who expected an absence of anomalies, uncertainty and instability to a certain extent, could not have taken account of history. That is an aspect of the question which many of us are apt to overlook, but if we cultivate the habit of viewing ourselves in the position of those into whose hands the reins of government have now passed, we shall probably have a little more toleration for those who wish to lift the status of their nation but who are hampered by the legacies of the past. Rome was not built in a

day, and the Millennium will not suddenly dawn in China. Whilst we keep these thoughts in mind, we have a right to expect that the National Government will not seek to excuse itself unduly by reason of these encumbrances, but will make a very real effort to tackle first things first. Misdirected energy is often, worse than none at all.

One of the remarks made by Dr. Wang was that the Chinese people were quick to resent unjust or intolerant treatment, but were just as quick to respond to gestures of friendship. In the main, we believe that to be a correct reading of the Chinese character. But it is equally true to say that there is no greater intolerance than that displayed by the average Chinese crowd when it allows its passions to be played upon. We have just had an instance of that fact in the unsightly happenings in Nanking, where anti-Japanese agitation developed to such an extent that Dr. Wan's own residence was attacked and considerable injury and damage done. Marshal Chang Kai-shek was called upon to intervene, and we note with much satisfaction the deserved rebuke which he administered to the mob. Those who resort to force to gain political ends are worthless creatures, doing more harm than good to the cause which they profess to serve. Mob rule has been too much in evidence in China during recent years, and it appears obvious that if it is to be suppressed, stern action will be needed by the National Government.

French Reconstruction.

An interesting document issued by the French Foreign Office which has just come into our hands, is evidently intended to bring the English-speaking people in closer touch with realities concerning German reparation and the devastated regions of France. Without mentioning the word 'reparation' it outlines the many directions of France's big efforts at reconstruction in the devastated territories. It will be recalled that while the war was still in progress a warning was issued to the German Government that damage inflicted without military reason or excuse would have to be made good. When their armies had been driven back, large part of France had been reduced to the condition of a desert, even such harmless things as fruit trees and garden frames having been ruthlessly destroyed. It is shown that the soil was swept clean over an area of 3,304,780 hectares, that 893,790 buildings were destroyed, and railways and roads torn up. Within ten years, France has returned 1,818,235 hectares to cultivation, over 611,000 houses have been re-built, and over 53,000 kilometres of road re-laid. Millions of francs have been expended yearly in this connection, and Germany's contribution to make good this ruin has been steadily whittled down. With the reparation problem again a dominant feature of European politics, an elaborate propaganda machine has been at work recently, striving to create an atmosphere favourable for a further heavy reduction—needless to say, at the expense of Britain or France. It is being stated that Germany cannot meet her obligations under the Dawes plan unless she is let off another big sum. The French counter-propaganda, if it may so be regarded, merely draws attention to what has been done to repair the ravages of war, and the immense amount remaining to be done. In the circumstances, it is not surprising to find M. Pétain declaring that his Government will stand firmly to French claims in the matter of reparations from Germany. In one thing we are, however, agreed, Germany ought to be told what is the whole sum she will have to pay.

An order by the Governor-in-Council declare that the duration of the rights, powers and privileges granted under the provisions of the Rose Company's Tramway Ordinance, 1901, shall be extended for a period of one year from the 15th instant.

DAY BY DAY.

GREAT MEN SHOULD DRINK WITH HARNESS ON THEIR THROATS—Shakespeare.

The B.I. a.s. Gazana, from Singapore, is due here on the 18th instant.

The Ben Lino a.s. Benmohr, from Europe and the Straits, is due here on the 20th instant.

The pupils of Quarry Bay School are giving a display of drill and action songs on Tuesday afternoon.

Capt. E. I. M. Barrett, Commissioner of Police, is leaving Shanghai on the 18th instant for a short holiday during which he will visit Hongkong.

A qualifying examination for appointments of Probationary Clerks in Government Service is to be held in Queen's College Hall on Monday, 14th January, at 9 a.m.

About Hong Kong

Do you know that—

The jubilee of British occupation of Hongkong was enthusiastically observed?

This was on January 21st, 1891. A telegram was received during the day from the Secretary of State for the Colonies congratulating all concerned in its administration and expressing the hope of Queen Victoria that the Colony would continue to enjoy increasing prosperity.

A patent for improvements in sextants or the like, by Mr. J. R. G. Wyatt, of "Kingsclere," Kowloon, has been registered under the United Kingdom Patents Ordinance.

A declaration by H. E. the Officer Administering the Government states that Sir Henry Pollock, K.C., is again capable of discharging his duties as a member of the Executive and Legislative Councils.

At the P. W. D. offices, on the 31st instant, there will be offered for sale Kowloon Inland Lot 2162, situated at Mong Kok Tau. It has an area of about 4,716 square feet and the upset price is \$11,790.

It is notified that, at the expiration of three months, the Kwong Shun Steamship Company, Limited will, unless cause is shown to the contrary, be struck off the register and the Company will be dissolved.

Observatory returns for November show that the average mean temperature was 69.3, the highest being 82.2 and the lowest 67.5. There were 177.2 hours of sunshine and D.185-inch of rain. The average humidity was 67.

It is now ordered that the Colonial Auxiliary Forces Long Service Medal shall be worn after all British War Medals in such order as may from time to time be assigned to it, suspended from the left breast by a green ribbon of one inch and a quarter in width.

The health bulletin of Eastern ports for the week ended Saturday last, issued by the Director of Medical and Sanitary Services, contains the following cases, the figures in parentheses indicating deaths: Plague, Rangoon (1), Colombo (1), Phnom Penh (1) (1); Cholera, Bombay (1), Calcutta (30), Tucicorin (1), Bangkok (2); Small-pox, Suez (1), Basrah (5), Bombay (2) (2), Calcutta (4) (2), Nagapatnam (7) (1), Pondicherry (4), Belawan Dell (1), Samarinda (1), Sourabaya (1), Phnom Penh (23) (9), Shanghai (6), Canton (4), Dairen (2).

EXCHANGE RATES.

London, Dec. 14.	124.46
Paris	124.46
Brussels	124.46
Amsterdam	124.46
Berlin	120.72
Copenhagen	20.85
Vienna	12.18
Helsingfors	34.47
Lisbon	102.4
Dubai	111.14
Buenos Aires	807.34
Shanghai	47.11
Yokohama	2.7
Now York	1/10
Geneva	4.95
Milan	92.65
Stockholm	12.14
Prague	18.19
Oulu	16.24
Madrid	20.86
Athens	3.75
Rio	12.21
Bombay	1/0.18
Hongkong	2.02
Silvers (spot)	28.14
Silvers (forward)	28.14
British Wireless	28.14

FORMER HONGKONG GOVERNOR.

Recollections From Australia.

In selecting Governor Kennedy as the subject of this sketch, it is chiefly on account of several incidents of an interesting, not to say remarkable and sensational, nature which occurred during his administration.

Sir Arthur Edward Kennedy was the fifth Governor, and succeeded his Excellency William Wellington Cairns, C.M.G. He was sworn in on April 10, 1877, and his term of office extended till May, 1883. He was descended from an ancient Scottish family, at the head of whom was the Earl of Cassilis.

Born in 1809 he was the third son of Hugh Kennedy, of Culina, County Down, Ireland. Educated at Trinity College, Dublin; entered the British Army in 1827 as an ensign in the 11th Regiment; Lieutenant in 1832; captain in 1838 Light Infantry in 1840. He retired from the British Army in 1848. He then entered the Colonial Department of the Civil Service.

His first appointment was that of Governor of Vancouver Island, thence he went to Sierra Leone, and from there to Hongkong, leaving the latter port for Queensland to take up the reins of office. An outbreak of smallpox occurred on the China mail boat in which he and his daughter were travelling, and which caused a great sensation on board.

There was also a large party of Chinese male servants, whom the Governor was bringing from Hongkong. These servants had been thoroughly trained by Miss Kennedy. The outbreak on board naturally caused the latter much anxiety, as the quarantine regulations were being rigidly enforced, and nobody knew what might happen.

When the ship reached Moreton Bay the passengers had to line up for medical examination, but here the trouble commenced. Miss Kennedy would not submit.

The Health Officer, Dr. Prentice, said that he could not give the ship a clean bill of health unless she did so. She again refused, and told him he could go to Hongkong (or somewhere else). Things looked very black, as the steamer Kate was alongside, and waiting to take the Governor and party to the city, where the people were assembling to give his Excellency a welcome.

Eventually the matter was settled by the doctor requesting Miss Kennedy to show her tongue, which she did, thus ending the contretemps. When the doctor turned his back she showed it again, and with a merry twinkle in her eye, considerably elongated that organ.

The Kate cast off at once, and landed the party at Kennedy (now Nixon-Smith's) wharves, Petrie Bight, half an hour later than schedule time. The Governor and his daughter soon became very popular with the people, all social functions being graced with their patronage and presence.

At an early period of Sir Arthur's term an interesting and joyful event occurred. This was the arrival of a British squadron of warships, accompanying the two Royal Princes, the Duke of Clarence and Prince George (the latter now our beloved King), on a training cruise. The flagship was the Inconstant, commanded by Earl Clan-

Besides these al fresco garden parties, Miss Kennedy, on Wednesday afternoons, received ladies, personal friends of her own, to discuss matters concerning charitable and other work of a philanthropic nature. These meetings were held in private.

A small coterie of ladies (?) desirous of entering this magic circle, but who had no right to, called on Miss Kennedy one afternoon and presented their cards to the Oriental hall porter. He took the cards and disappeared. After an interval he returned, bowing and smiling, and this is what he said: "Miss Kennedy-deo not a home today, you come Sat'dee." These ladies were never again seen.

The Governor's action in importing these Chinese servants aroused a good deal of resentment. There was a strong anti-Chinese feeling throughout Queensland at the time, and the fact of the Governor acting against the wishes of the people by appointing these "helps" to every position in his household, from ladies' maid to hall porter, caused much dissatisfaction.

The Governor took his final leave in 1883, having completed the term of six years, the summer seasons being spent in Toowoomba, where the Government provided him with a residence, and where he and Miss Kennedy made many friends, who greatly regretted their departure.—W. Stone in the *Brisbane Courier*.

HOW A KING GOT HIS WAY.

THE ORIGIN OF BUCKINGHAM PALACE.

Much interesting information with regard to the building of Buckingham Palace, which was completed in 1837, is contained in "The Story of Buckingham Palace" (Hutchinson, 24s. net.) by Mr. George Graeme.

Mr. Graeme tells the story of the site of Buckingham Palace, rather than of the Palace itself, going as far back as the records of James I's Mulberry Garden, or Goring House, or Arlington House. The predecessors of the modern Palace, reveal anything worth telling.

Apparently the new Palace planned by Nash and George IV, and still unfinished at the death of the King and of his architect, was an expensive project, the subject of popular dislike and, as a completed building, the subject of architectural controversy.

The most unkind critic wrote that "this palace, therefore, stands as a very dear proof that wealth, without knowledge of art and taste, cannot effect so much as moderate means aided by knowledge, and sound judgment."

A Subterfuge.

It was only by the use of a subterfuge that George IV obtained the Parliamentary vote necessary to cover the expenses of building the palace. Parliament, remembering the enormous sums already spent on the altering, furnishing, and redecorating of Carlton House, the

building of the Pavilion at Brighton, and the restoration of Windsor Castle, refused, in 1825, to allow the King any money for his new project.

George IV, however, discreetly brought his demand under the heading of "repairs" to Buckingham House, the mansion which had been built on the site in the first decade of the Eighteenth Century by John Sheffield, first Duke of Buckingham. The vote was passed with the proviso that the estimated expenses, £226,600, should be defrayed out of the land revenue of the Crown and by the Department of Woods and Forests.

When it was discovered that the architect, obeying the letter, if not the spirit, of the condition, had razed the old building to the ground and was designing an entirely new palace, the public disgust found relief in a series of lampoons, one of which, parodying the old rhyme, calls the palace:

"... the Thing, that, in spite of new Acts,
And attempts to restrain it, by
Solders or Tax,
Will poison the Wealth,
That lay in the House, that
Jack built."

It is notified that a competitive examination for the Indian Civil Service, open to all qualified persons, will be held in London in July and August, 1929, and that copies of the regulations, syllabus of examination, and forms of application to be filled up by the candidates may be seen on application at the Colonial Secretary's Office.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH

SATURDAY, 15th DECEMBER, 1928.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



CURRENT COMMENT

Sad Tales.

Several motorists returning from leave recently, have sad stories to relate in connexion with their dealings with some of the "Buy Back" firms of motor car dealers. During the last few years, a number of concerns at Home have set themselves to specially cater for Colonial residents spending their leave in the British Isles. In some cases, the facilities offered have proved most helpful, motorists being able to purchase a car on arrival, and sell it back to the same firm on generous terms when leaving. In all due fairness to these bona fide establishments, we must say that we have heard the utmost satisfaction expressed by some local residents. Unfortunately, other establishments appear to have sprung up which need to be carefully avoided.

Accident Clause.

From a report we have received this week, at least one of these new firms offers the same facilities as the originators of the scheme, but the contract contains a clause whereby it is rendered null and void should the purchaser of the car meet with an accident. The buyer probably agrees to the clause on the understanding that should he meet with a serious mishap, he could not expect the seller to return him the same proportion of the cost of the vehicle, as they would do were the car returned undamaged. He also relies on his insurance to make good any serious loss through damage. The case to which we have had our attention drawn refers however to the refusal to honour the contract solely on account of the fact that the mudguards had been dented in a very minor collision. Protest was unavailing, it being stoutly maintained that the accident clause came into operation as the result of the denting. Such an experience should be borne in mind by local motorists who propose to obtain a car from one of these firms.

Introductions.

Members of the Hongkong Automobile Association, desiring letters of introduction when proceeding on leave, are particularly requested to apply in good time to the Honorary Secretary, Morning Post Building. A large number of such letters are issued annually, but unfortunately the matter seems to be a last-minute thought with some members. This is quite understandable in the excitement of going away, but it really does impose a little inconvenience to the Hon. Sec., who occasionally has to make a special visit to the Association's office in order to comply with requests. By giving due notice, the work comes into ordinary routine, thus making it easier for all concerned.

Wanted Locally.

At some of the more remote districts in the New Territories, where the duties of the local police call for a certain amount of travel by water, it is rather surprising that the Government should not have provided more modern means of transportation than dinghies. The fact that in several of these districts, such as Cheung Chau; for example, there is a large section of the native community living on junks and sampans, surely indicates that the police should be equipped with effective means of patrolling the waters. In emergency, such as a piracy, even although the alarm should be given, it is obviously impossible for the police to grapple with the matter in an efficient manner, if they have to rely on rowing out to the scene of trouble. It would therefore appear the provision of "outboard" motors for these dinghies would probably solve the problem at the

very minimum of expenditure. This type of motor has come to the front recently, and several different makes give a really good turn of speed. As a matter of fact, the harbour police could do with one or two really fast motor launches, such as are seen at other big sea ports.

Speeding.

There are several localities where speeding is indulged in very much to the danger of the public. Connaught Road near the Star Ferry is a particularly bad place, especially when the vast amount of pedestrian traffic is taken into account. To the westward along Connaught Road towards West Point is another place, and even although the road is being resurfaced in one place, some drivers throw caution to the winds and simply tear along. Another complaint is about the speed with which taxis return to the stand opposite the Post Office. We believe that the object of the famous bicanon was originally stated to be to control traffic in that cars would turn slowly at that point. Some of the taxis rush back at greatly excessive speeds, taking the turn at the bicanon in a most reckless manner. Something really should be done.

Time and Place.

Generally speaking, fast travelling is not dangerous, providing the roadway is quite clear, or the district thinly populated, and we should hesitate to suggest any drastic restriction, except in such instances as we have mentioned above.

Road Refuges.

With motor traffic ever increasing in Hongkong, there are several matters which will have to receive attention in the near future. At some points, the provision of "refuges" for pedestrians would be useful, and opposite the Star Ferry on the Island side is one such place. The provision of a raised pavement about twenty feet long by four or five wide would not only ensure safety for people crossing the street, but would also have the effect of regulating traffic. This system has been adopted in various cities throughout the East, and is, of course, employed in almost every important city in other parts of the world. Hongkong might follow suit with advantage.

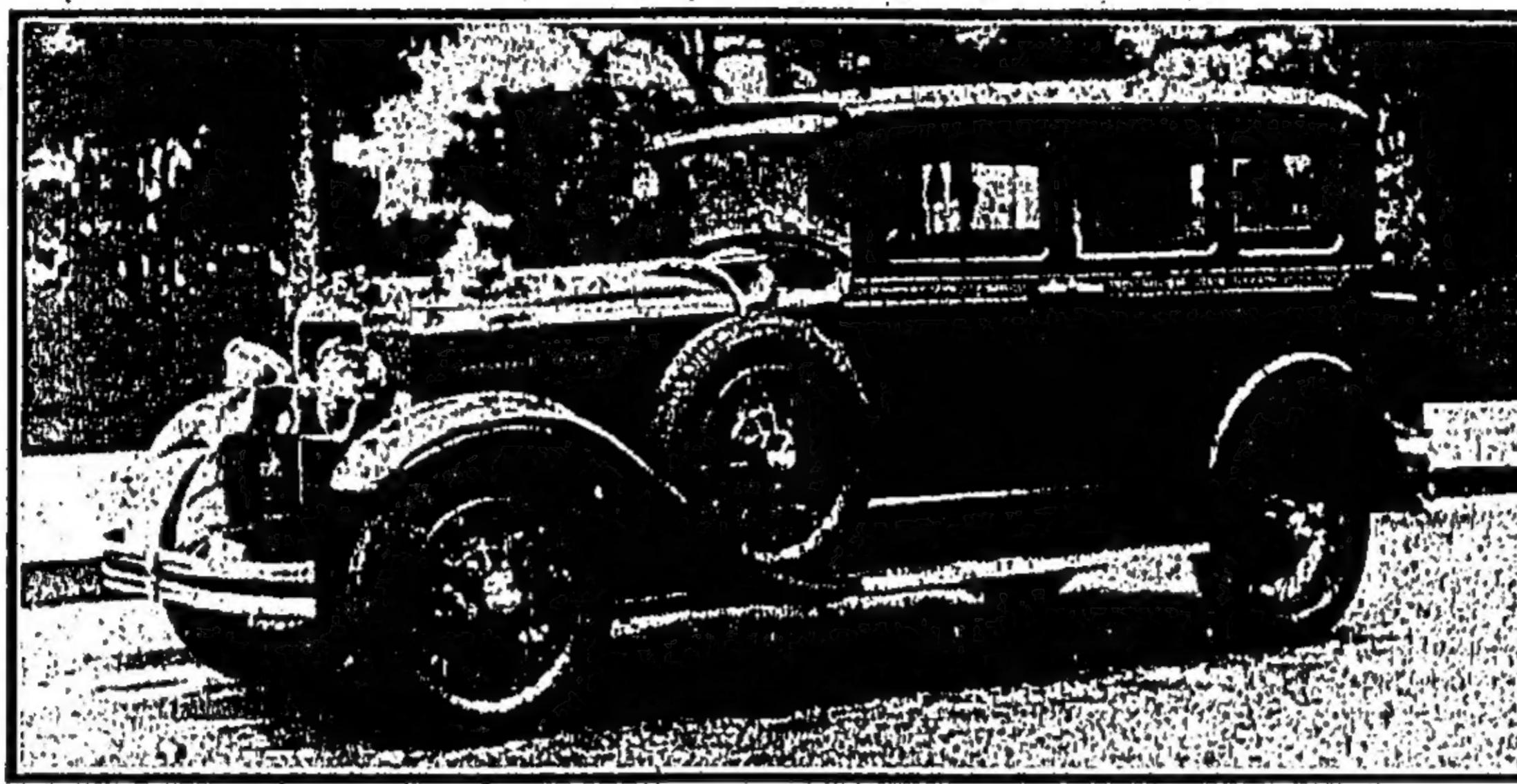
Bravo!

From a reader in the interior we are informed that Kwangsi will soon have over one thousand miles of motor roads, and coming as it does from a trustworthy source, the news is of the greatest importance, indicating that a period of progress really has started in China. As we have so often stated in these notes, the motor vehicle will prove one of the greatest forces in developing the vast interior of China, and it is therefore particularly gratifying to know that road building is being carried out in earnest. We have been promised photographs showing some of the work in progress, as well as of finished thoroughfares, and as soon as these come to hand, a selection will be published in this supplement.

Trade Value.

Naturally such news is of the greatest interest to the motor trade, especially in Hongkong where many of the leading manufacturers have agencies, in one case, a well-known firm having its own office. Trade will undoubtedly be done through Hongkong, in fact, much has been done already. It is in this respect that the value of newspaper advertising is more than ever emphasized. Our own circulation in the interior districts, and the requests and enquiries we receive from time to time definitely confirm the educational value of Press publicity.

ONE OF THE LATEST STUDEBAKERS—THE REGAL COMMANDER.



During the week a representative of the Telegraph took a trial spin in the above car which has been sold to a local motorist. The "Commander" represents a very high standard both in the smooth power of the engine, and the finish of the coachwork. It is equipped with various "comfort" devices including telephone, electric fan, electric cigar lighter, vanity case etc. (Photo Mee Cheung.)

ousting cattle.

Cars Invade Market.

CHEAP RENT FOR SELLERS.

Horsepower is being auctioned along with horses and other livestock in Guildford (England). The City Council has given permission to a firm of car salesmen to hold a sale of used cars in the cattle market on the first Saturday in each month.

Cost of the sale is £2, and a toll of one shilling per vehicle sold, which is considerably cheaper than the rent of an auction room.

MORE RECORDS BROKEN.

Lady Driver Succeeds.

Mr. Cyril L. Westcott, manager for Australia, C. C. Wakefield and Co., Ltd., has received advice from London that at Montlhery on the 22nd ult., Mrs. Stewart, driving a "Castrol" lubricated M.E.B.J.A.P. cyclecar, broke the following world's records in class J-50: 74,000 k.p.h., 60 miles at 74,01 m.p.h., 100 kilos at 119,304 k.p.h., 1 hour at 74,196 m.p.h., 10 miles at 74,49 m.p.h.

TRAVELLING BY AIR.

Another Milestone.

The first commercial aeroplane, in which more than two passengers were carried flew from Mascot to Moree, Australia, and returned in the splendid flying time of eight hours. The machine, a Pyan monoplane, owned by N.S.W. Airways, Ltd., and piloted by Lieut. Keith Anderson averaged for the journey 106 miles per hour. Plume and Molboll played no small part in this achievement.

CABBIES ARE WORST.

Traffic Offences in Paris.

Though the taxi drivers of Paris have the reputation of being the world's most reckless drivers, they have less trouble with the police than the pilots of the ancient horse-drawn cabs which still ply around that city.

There are about 50 taxis for each cab, yet the number of traffic offences committed by drivers of the two types of vehicles are almost equal.

The only offences which cabbies are not prosecuted for in Paris are smoky exhausts and speeding.

MENACES PETROL

Diesel Developments.

USED IN TRUCKS.

Though its shadow on the motor world is now little bigger than a man's finger-nail, the Diesel engine may yet supplant the present type of motor in both cars and aeroplanes.

Long used in stationary and marine work, the Diesel has been exploited by several makers of heavy trucks in Germany, and has proved successful. Similar engines are about to be manufactured for the same purpose in America.

Because it uses oil fuel, the Diesel engine operates at about one-fifth the cost of the petrol-driven motor. The great bulk necessary to get a requisite power output previously hampered its adaptation to the requirements of road vehicles, but recent discoveries have shown how to overcome this trouble.

Unlike petrol-driven engines, Diesels have no carburetor and no ignition system. They may even dispense with a gear set.

Briefly, the operating principle in this: When the intake valve opens, a charge of pure air is drawn in and compressed to about 350lb. This compression heats the air to a temperature of several hundred degrees. Just before the piston reaches the top of the compression stroke a measured drop of fuel is pumped into the cylinder at high

WORK FOR SHEIKS.

Petrol Pumps in Sahara.

CARS TO REPLACE CAMELS.

Camel caravans in the Sahara may be replaced by flocks of drivers, and palm trees at each oasis give way to petrol pumps and hoardings, if the French Society of the Friends of the Sahara has its way.

In order to facilitate Government administration, and military command, the society is mapping out routes through the great sand waste.

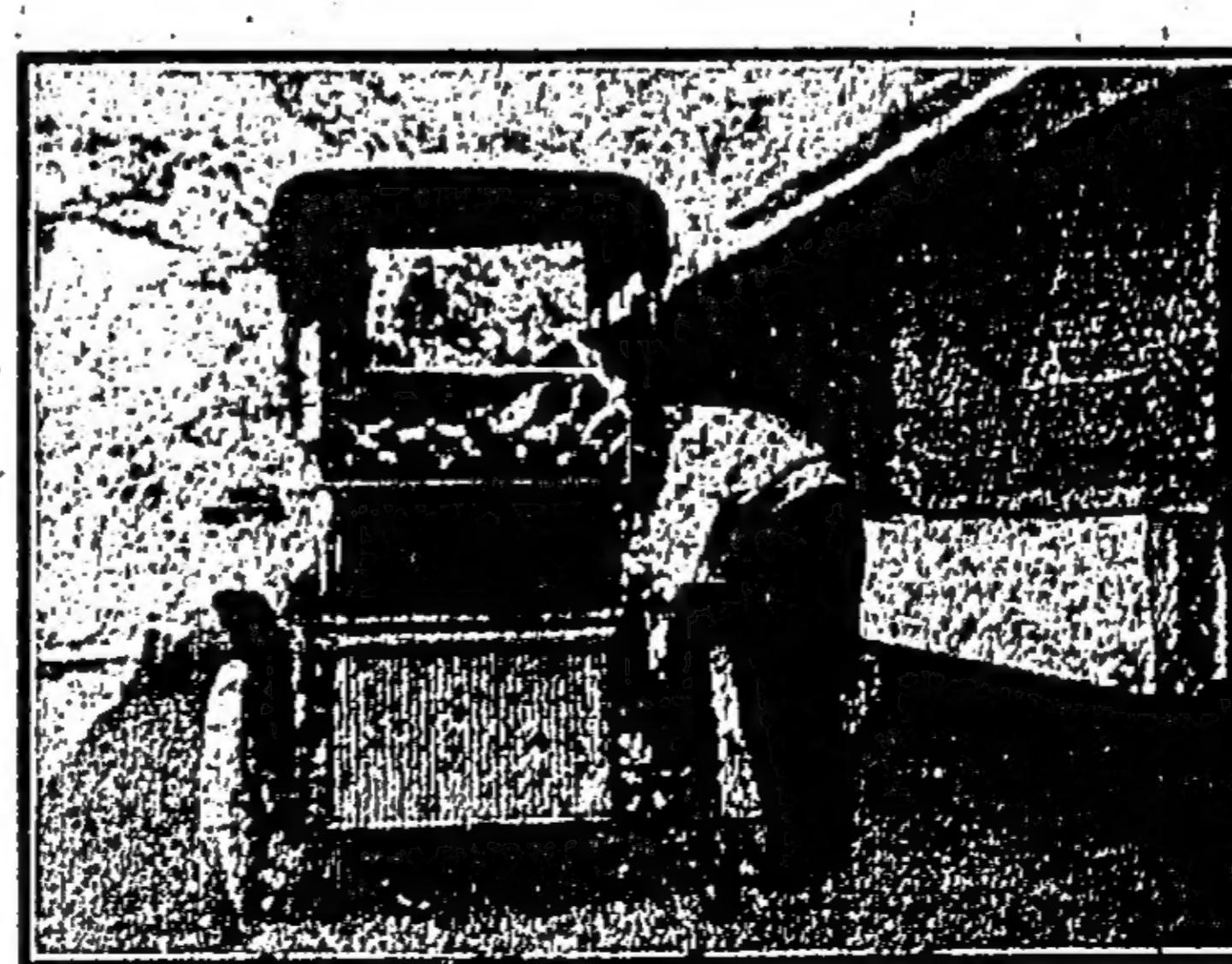
The term "routes" is rather an exaggeration, as many of them are merely tracks indicated by the marks of previous vehicles. A serious sandstorm would mean the total disappearance of the routes from the map.

Low-priced motor vehicles have travelled over most of the desert, and where one can go others will follow.

Then all the sheik heroes of fiction will probably find new employment on the petrol pumps.

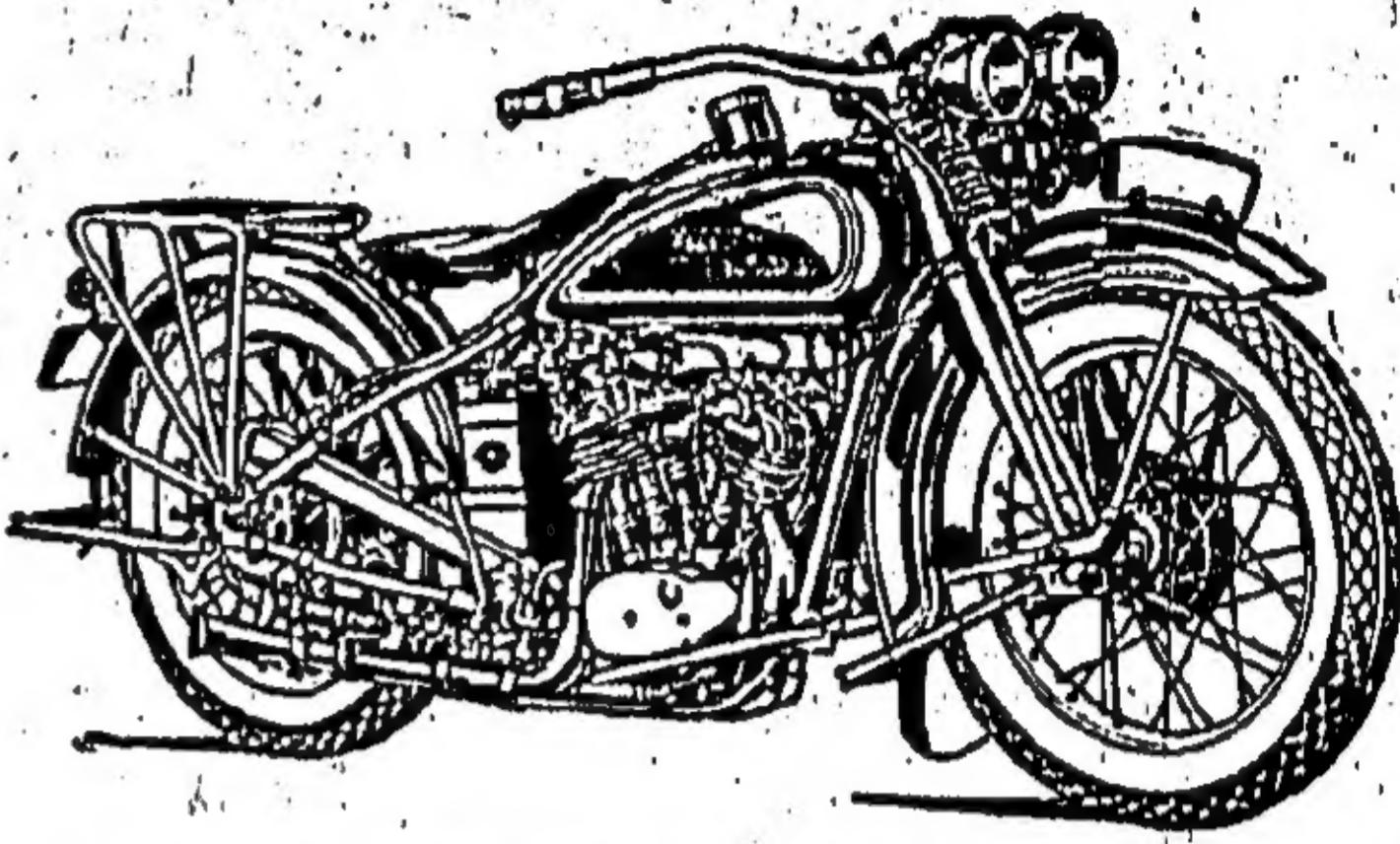
pressure and tremendous velocity. It almost immediately vaporizes and mixes with the hot air, which ignites it, so that the carburetor is replaced by a fuel pump, and compressed air provides ignition.

A RELIC OF OTHER DAYS.



The above picture taken near Poona, India, in the year 1900, shows a Hongkong resident, Mr. O. A. Smith, with his Locomobile car. Mr. Smith, who is still an enthusiastic owner-driver, recounts many interesting incidents connected with his early motoring experiences. He cannot remember the horse power of the car shown above, but does recollect that "two bullock power" occasionally hauled him home.

The Latest 1929 HARLEY-DAVIDSON



A NEW WONDERFUL 45 TWIN.

HERE IT IS! THE 45 TWIN, THE MOTOR-CYCLE MAGNIFICENT, THAT THE WORLD HAS BEEN WAITING FOR HARLEY-DAVIDSON TO BUILD.

AND SUCH A MOTOR-CYCLE! GREAT ACCELERATION—SMOOTH GLIDING POWER—QUIET SPEED THAT LEAVES THE PARADES OF CARS FAR BEHIND. ABOVE ALL, A MOTOR-CYCLE EASY TO HANDLE, A COMFORT AND A PLEASURE TO RIDE. EVERYTHING YOU WOULD EXPECT IN A 45 WITH THE HARLEY-DAVIDSON NAME ON THE TANKS. FEATURES GALORE THAT STAMP IT THE PEAK OF MODERN MOTOR-CYCLE ENGINEERING.

THE GASCON MOTOR CO.,

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Tel. K. 1242 2, Kwong Wah Road, Kowloon.

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ACCESSIONS IN STOCK.

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Best in the long Run.

Mileage

Headquarters right this way!

We do business on the oldest rule of success—the rule of giving our customers the most for their money.

The most mileage from your new tires—because we have chosen, from our experience, the tires we know deliver the most.

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Kayamally Building, 22, Queen's Road, Central.

Phone. C. 4918.

All sorts of Automotive Accessories also in stock.



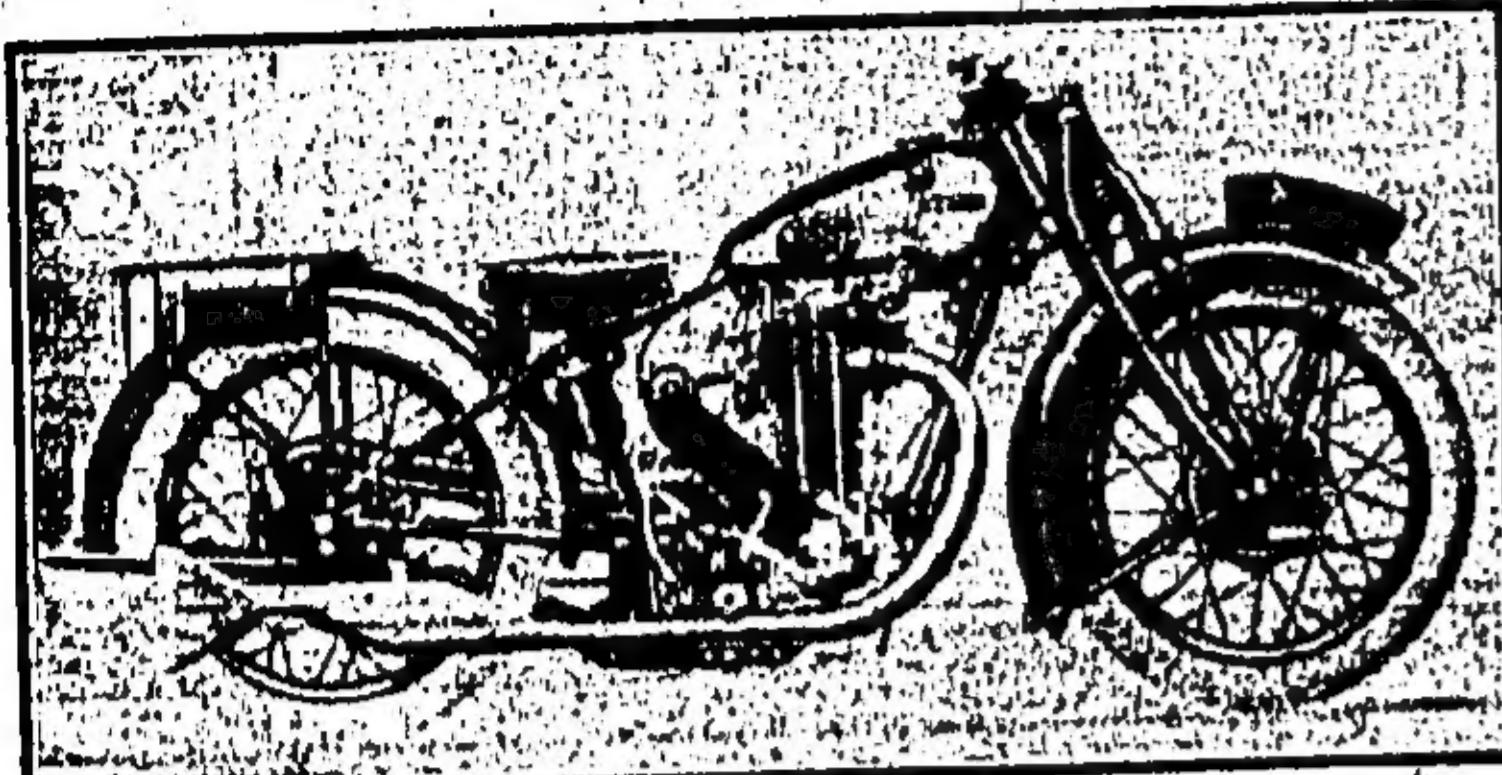
Goodrich
Silvertowns

Best in the long Run.

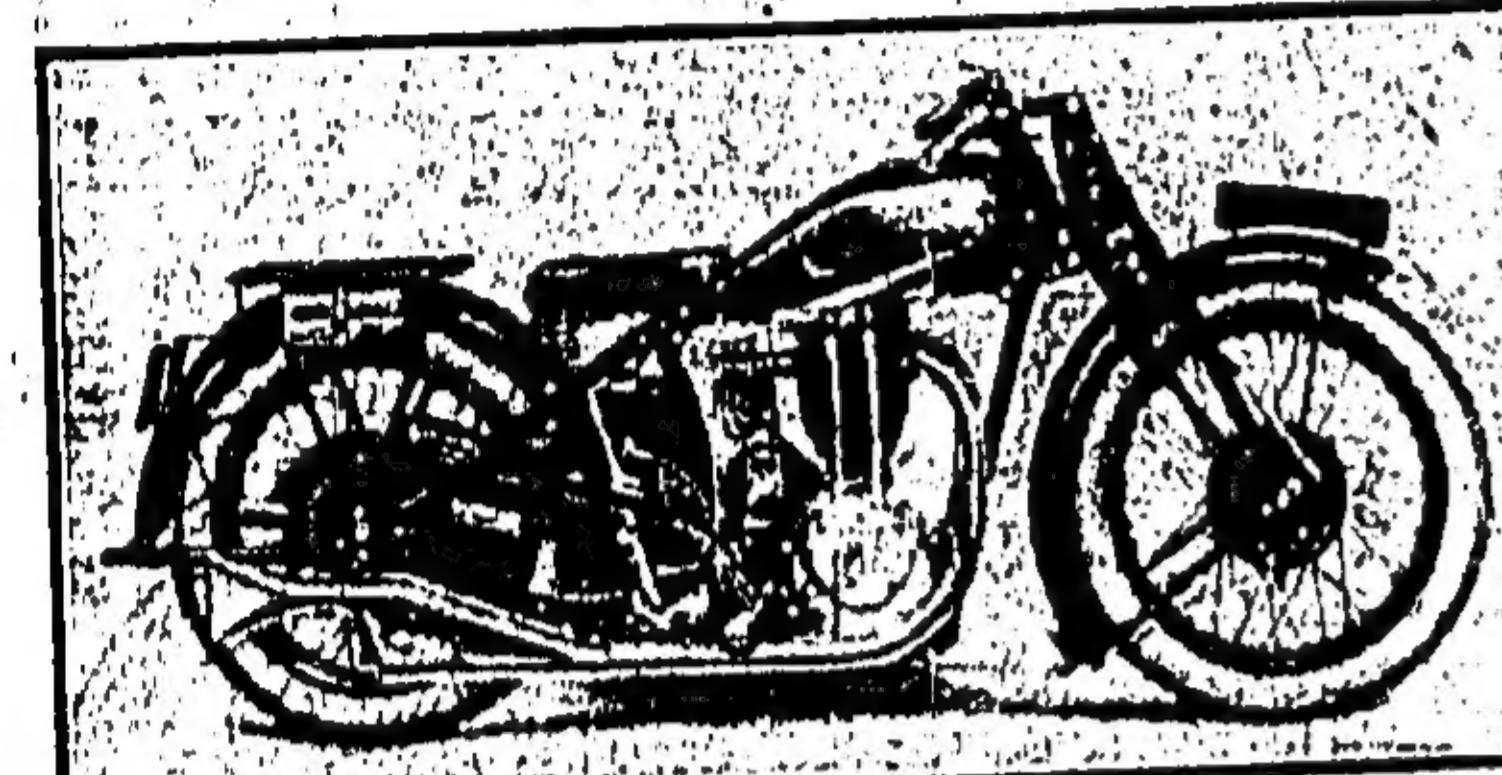
OLYMPIA CYCLE AND MOTOR CYCLE SHOW, LONDON.

A Review of the Exhibits.

[Special Report to the Hongkong Telegraph.]



The 4.06 "Matchless."



The 3.50 O.H.V. 2 Port "Triumph."

Once again London's annual Cycle and Motor Cycle Show is, at the time of writing, attracting great crowds to Olympia where the range of exhibits is more extensive than ever. Owing to the predominance of British motor cycles in the export markets a feature of this year's exhibition is the increase in the number of traders present from overseas. For the convenience of such visitors the British Cycle and Motor Cycle Union with characteristic enterprise has arranged for a room to be set aside for their use as a Club, where the services of an interpreter and stenographer are available to assist in conducting correspondence.

A Year of Progress.

A general review of the products on view at Olympia shows the chief lines along which British manufacturers have advanced during the last twelve months. It is evident at once that many solid improvements have been made and the period has been one of progress.

The question of silence, for instance, has received a great deal of attention. It will be remembered that some time ago that energetic body, the Automobile Association, with its membership of 370,000 odd, inaugurated a scheme in conjunction with the B.C. and M.C.U. for certifying silencing methods. Certificates of efficiency are issued in respect of models submitted by the manufacturers for examination after a thorough test and this arrangement has undoubtedly had a beneficial effect.

Another step resulting in a decrease of mechanical noise is the practice of enclosing the valve gear both on overhead and side-valve engines.

The all important subject of lubrication has been very fully investigated and improved methods adopted. Speedometers are now very often gear box driven and the instruments themselves fit into the saddle tank. Steering dampers, too, are becoming more widely standardised and the same applies to electrical equipment. Prices, however, have not been

raised and in many cases these improvements and refinements are included on machines costing no more than last year's models although representing far better value.

Interesting Newcomers and a Fine Performance.

There are a number of newcomers of 250 c.c. capacity at this year's Show and none are more interesting than the two Arols made in both o.h.v. and side valve form. Both engines are very modern in design and include totally enclosed and lubricated valve gear. Dry sump lubrication is employed, by which the oil is circulated by pressure through the bearings. The crankcase is ribbed for rigidity and vibration purposes.

The Arol "500" incorporates improvements but the engine dimensions remain the same. With the dry sump system oil is forced direct to the centre of the crankpin and consumption works out at no less than 4,000 miles per gallon. New type spring forks are employed and the brakes have floating cams and disc pressed linings.

A very fine performance has just been put up, by the way, by a 250 c.c. and 500 c.c. o.h.v. model in a 10,000 mile reliability test under A.C.U. observation. A course measuring 120 miles was covered four times a day between the 28th September and the 23rd October and in that period tappets were adjusted twice each, this being the only attention which the engines received. It is estimated that the two engines revolved at least 90 million times during the test and the pistons actually travelled over 11,000 miles in the cylinders. The average petrol consumption was 100 m.p.g. and the oil consumption of the lightweight was less than a gallon for the whole distance.

Among the features of the New Hudson programme for 1929 is the introduction of a 250 c.c. light-weight for which an output of 8 h.p. is claimed at 4,600 r.p.m. The valves, which are arranged side-by-side, are entirely enclosed. On all the New-Hudson models the frames and hubs have been strengthened and the o.h.v. machines have Webb forks with adjustable shock absorbers and steering dampers. The 350 c.c. Twin-port machine has proved a strong favourite overseas during the past season and, since for 1929 the price has been considerably reduced, it will undoubtedly appeal to riders with a desire for speed. The engine is, of course, designed by H. Le Vack and follows closely the lines of the special racing machines used by him with such success at Brooklands. The long lever integrally mounted gear control, large brakes and neat dry sump lubrication.

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The Importance of Lubrication.

The new "season's" A.J.S. machines have undergone a complete change so far as external appearance is concerned. The popular saddle type tank, which, incidentally, was first used by the A.J.S. some years ago, has been adopted again. Dry sump lubrication is standardised on all models; the mechanical pump used is of the double-acting type, one pump forcing oil directly to the main bearing, big end and timing gear, while the second pump returns oil to the tank on the seat tube. In addition there is a supply direct to the cylinders, foot controlled by a needle valve. Up to 60 m.p.h. this supply need not be used, but if the rider intends entering speed events or hill climbs the needle valve should be unscrewed.

Improved front forks of triangulated girder pattern with central compression spring are used on the new models and A.J.S. shock absorbers are fitted to all except the cheapest, besides steering dampers incorporated in the head. The speedometer is fitted in the tank with flexible cable drive from the gearbox. The horse power of the twin cylinder model has been increased from 7.89 h.p. to 9.88 h.p., the engine has tremendous power and acceleration and is extremely flexible.

Lower Riding Position On Humber.

Although engines and gearboxes of the Humber trio of models remain unaltered, various modifications in frame design have been adopted. The engine in each case is 3.92 h.p. and the three models are respectively the side valve model, the o.h.v. push-rod type and the o.h.v. camshaft model.

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For the past 3 years this firm has concentrated on 500 c.c. machines only but in response to repeated demand three entirely new models have now been introduced, 250 c.c. and 350 c.c. types. Perhaps the most interesting, however, is the new Ulster model which is an almost exact replica of the machine which won the 1928 Ulster Grand Prix at an average speed of no less than 80 m.p.h. In its production form the o.h.v. rocker gear is enclosed and lubricated by oil direct from the crankcase; the front chain is enclosed. Improvements to the cylinder head have resulted in a maximum speed of at least 85 m.p.h.

Development in Chain Design.

With the increased power of motor cycle engines certain weaknesses in the transmission chain have come to light; the inner links have had insufficient hold on the bushes and their tendency to move outwards has caused the inner links to spread and by binding on the outer links to give tight joint trouble. This has led to loss of power and subsequent roller breakage.

The Renold "Mark 10" chain, which incorporates a "keyed-bush" in its construction, solves the problem of fixing the bushes in the side plates. In the course of over 2 years exhaustive research it was discovered that the spreading of the side plates was a secondary effect only, and came about after the bush had begun to turn in the side plates. The "Mark 10" chain incorporates a method of forming keys on the end of the bushes which gives them such a shape that not only is the bush prevented from turning in the side plates but is also locked against end movement.

Accessories and Components.

Among the features of 1929 machines is the fitting of a speedometer as standard. Further, it is now the practice to drive from the gearbox, so that all working parts are protected and receive proper lubrication. In the old method the drive was taken from the front wheel where it was subject to road shocks and weather conditions. With the latest instruments manufactured by S. Smith & Sons, the speedometer head is fitted flush with the petrol tank and the flexible cable drive is almost completely concealed. This arrangement enhances the appearance of the machine and has been adopted on a very large number of models at the Show.

S. Smith & Sons control the export of the famous K.L.G. plugs which have again been well to the fore throughout the year. A plug of particular interest to owners of "oily" engines is the Type which possesses oil-resisting features. The mica insulation is formed in steps and these tend to break up oil and sooty deposits thrown up inside the plug. The edges of the steps become partially incandescent and thus burn away the deposit and prevent it forming a leakage path which can direct the current from the gap.

Standardising Electrical Equipment.

Electrical equipment generally is better and more widely standardised this year. The Lucas "Magdyno" equipment is an excellent example. The "Magdyno" itself possesses a very strong gear drive with no intermediate gears and the terminals are waterproof; the magneto section is guaranteed for two years. The head lamp is fitted with a high power bulb and "Difusa" glass, ensuring a powerful even light, while a small pilot bulb gives alternative reduced light. The controlling switch is on the top of the lamp where it can be easily operated by the gloved hand of the rider.

In front of his eyes, mounted in the back of the lamp, is a double reading ammeter with illuminated dial. An ingenious point about the tail lamp is that the bulb is carried on a rubber diaphragm to insulate it from vibration.

The Export of British Pedal Cycles.

The importance of the British motor cycle industry must not be allowed to overshadow the great trade done in pedal bicycles. In 1927 British bicycles were dispatched overseas to the extent of 228,462, India being the largest customer with British West Africa next and then the Dutch East Indies.

To show how widespread are the export sales Ariel machines, besides going to considerable quantities to East Africa and China are sent regularly to Iceland.

Rudge-Whitworth bicycles go to Japan at the rate of about 500 a month; a consignment of 2,000 has just been sent to one Japanese agent, Indk, and the West Indies are also good markets.

Large numbers of New Hudson "Service" bicycles are supplied to the Chinese Post Office for the use of officials. Similar machines are also widely used in Nigeria, Uganda, Tanganyika and the Gold Coast.

MORE MOTOR ROADS.

Henry Ford in Hungary.

Good roads are scarce in Hungary, but according to report Henry Ford is out to alter conditions. It is stated that he has made an offer to the Hungarian Government to build a macadamised road from Budapest to Szegedin, a distance of nearly 125 miles, if Ford cars are allowed into the country duty free.

NAMES, TOO.

Attempt to Standardise.

An endeavour is being made to standardise the names for the various frame parts of car bodies by the Society of Automotive Engineers.

Blue prints of a body frame with blanks numbered to correspond with the different members have been sent to manufacturers, who were asked to specify the term they used for each part.

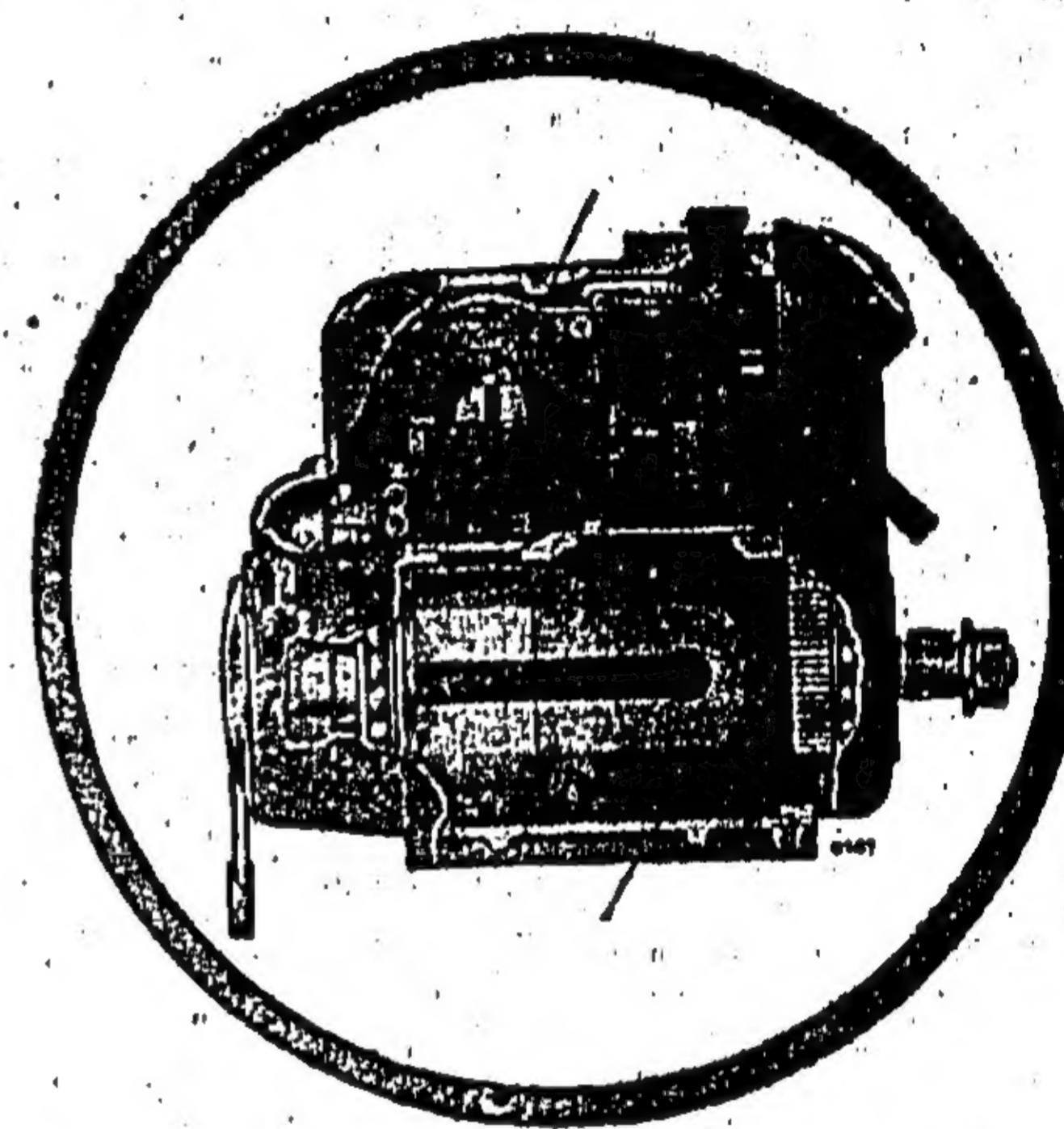
Replies will be summarised, and a complete list of part names, based on the most general usage, will be recommended.



A girl I loathe is Phyllis Furr; she always wants to drive my car!

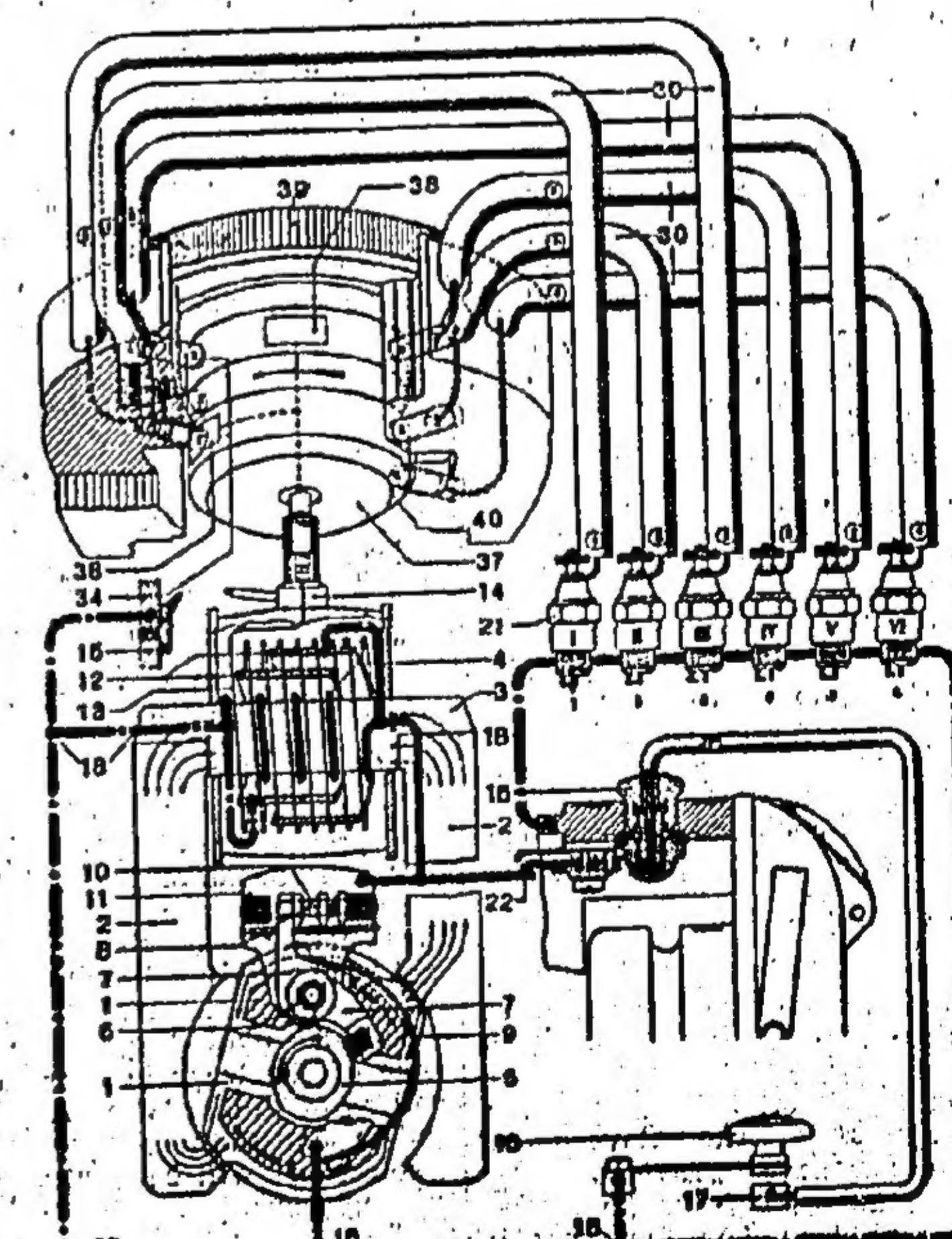
Coast. In many cases the machines are fitted with Sorbo unbreakable tyres owing to the terrible nature of the country to be traversed.

PRINCIPLE OF THE SCINTILLA MAGNETO



Based on an entirely new principle of design and construction, the SCINTILLA Magneto offers the Motor Industry the finest ignition system engineering science has ever produced. Its permanent magnet, the most robust part in any magneto, rotates. The delicate parts, such as the contact breaker with its contact points and the armature, are stationary.

The characteristic of the SCINTILLA Magneto lies therefore in the complete inversion of the systems hitherto known, and the numerous advantages of this magneto must be realized.



STOCKS CARRIED.

ALL MODELS & SIZES.

SINGLE CYLINDER TO 12 CYLINDER.

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Telephone Central 1246 or 1247.
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THE GIFT OF GIFTS—
A Motor Car
For Christmas!
STUDEBAKER, ERSKINE, MORRIS, CHEVROLET.
May we deliver one on Christmas
Morning?
THE HONGKONG HOTEL GARAGE.

Hongkong Telegraph.

Pictorial Supplement

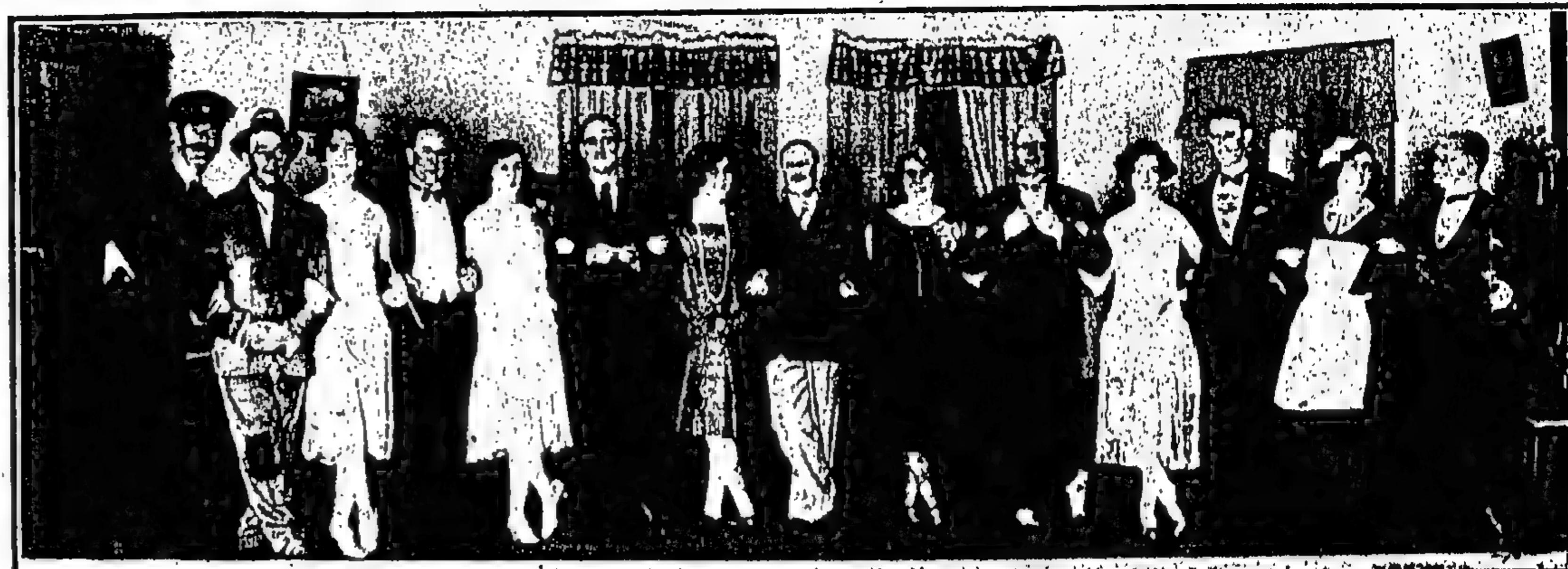
December 15th, 1928.

TO OUR READERS

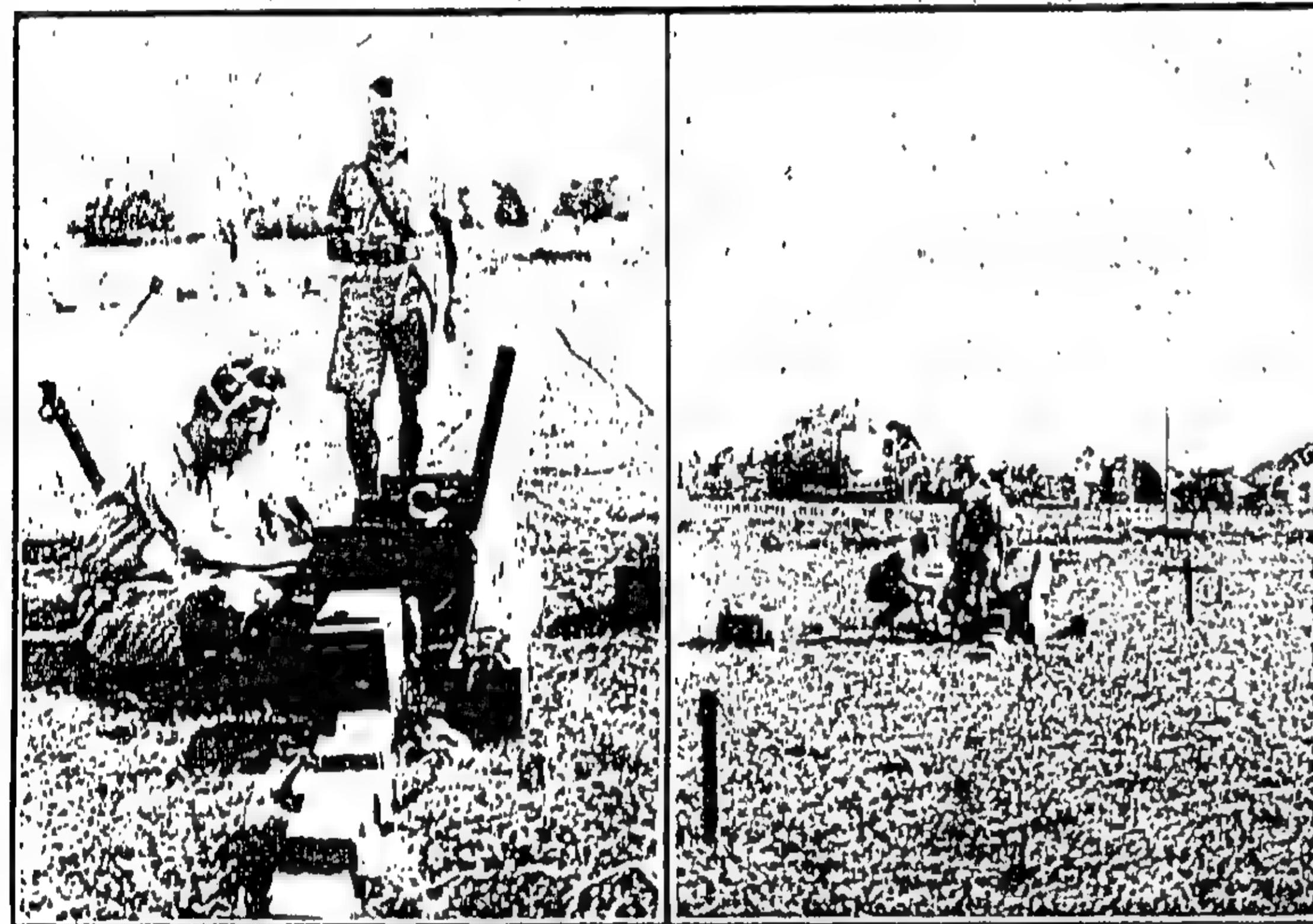
We shall be pleased to
receive photographs of
interest, for reproduction
in this Supplement.



The above lady hockey players, representing the Hongkong Ladies' Hockey Club and the Kowloon Ladies' Hockey Club, met at King's Park on Saturday, December 1st, the Hongkong ladies winning by three goals to two.



The Canton Amateur Dramatic Club, under the direction of Mr. G. M. D. D. Wolf, has just produced the farce "A Pair of Silk Stockings," the above picture showing the members of the cast. Reading from left to right they are: Mr. H. H. Benson (Insp. Wilson), Mr. J. Baud (a tramp), Mrs. W. Graham Reynolds (Angela Bruce), Mr. A. J. Evans (Hugh MacIntyre), Mrs. F. Gendossi (Irene Mailand), Capt. G. A. Clements (Capt. Bagnall), Miss P. Kemble (Molly Thornhill), Mr. H. G. Eales (Sam Thornhill), Mrs. G. A. Clements (Lady Gower), Mr. W. R. Farmer (Sir John Gower), Mrs. R. T. O. Lummet (Pamela Bristow), Mr. F. W. E. Lummet (Arthur Brock), Miss E. L. V. Hogg (a maid), Mr. L. A. Jeeves (Morgan, the Butler).



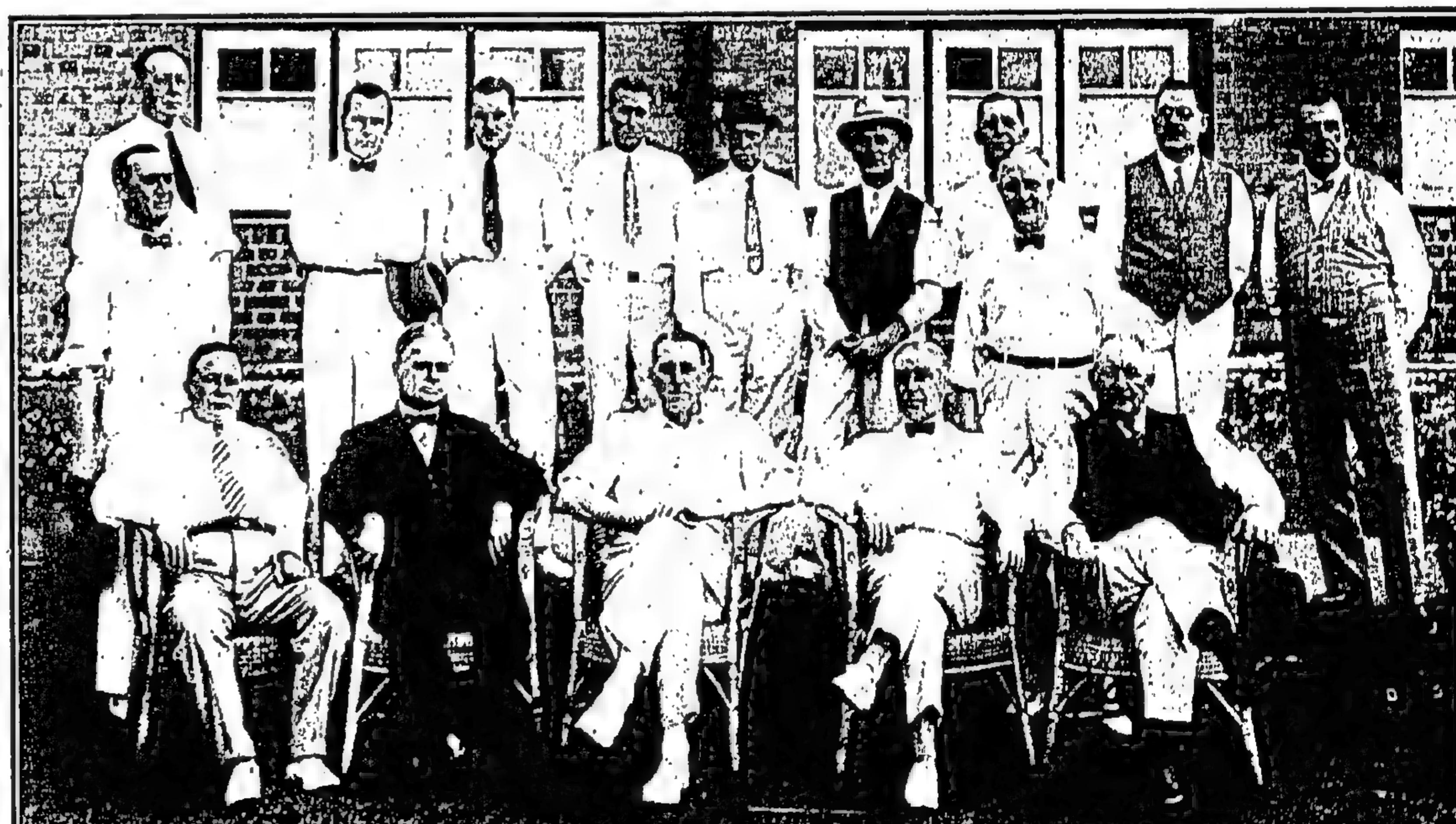
The Corps Signals, H.K.V.D.C., while in camp at Fanling, demonstrating the use of wireless telephony in the field. On the left, the O.C., Lieut. M. G. Nott (standing) and two operators tuning in. On the right, one of the complete portable short-wave sets, with copper rod aerial, erected in a few minutes.



The above two pictures were taken at the Fete held on Sunday last by the Society St. Vincent de Paul, in the compound of the Roman Catholic Cathedral, in aid of the poor. Brisk business was done at the stalls. (Photo: Mee Cheung).



Kowloon's new cinema, the Majestic Theatre, was opened on Saturday last. The theatre is on the site of the old Peking Theatre, Nathan Road, midway between Kowloon and Yaumati. (Photo: Mee Cheung).



At the Royal Hongkong Yacht Club on Sunday, teams representative of the St. George's and St. Andrew's Societies competed in a lawn bowls match, the first-named Society winning by 44 shots to 37. The above group photograph was taken before the match. (Photo: Mee Cheung).

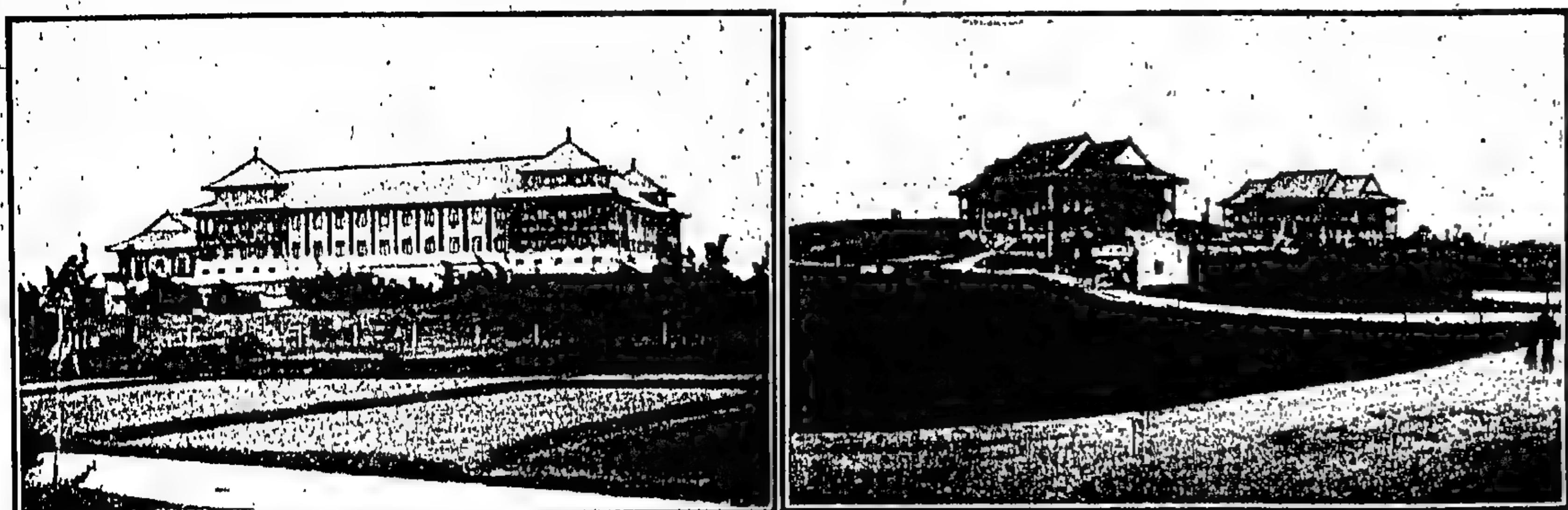


Photo taken on the occasion of the second anniversary of the German Tennis Club, at King's Park. Members entertained their friends to afternoon tea. (Photo: A. Leung).



H.E. the General Officer Commanding (Major General C. C. Luard, C.B., C.M.G.) photographed with the Commandant and Officers of the Hongkong Volunteer Defence Corps in Camp at Fanling. (Photo: Meng Yuen).

NEW MEMORIAL SCHOOL AT CANTON.



Evidence of the progress of educational institutions in and around Canton is afforded by the above photographs showing the new buildings recently opened on the Sha Ho road, near Tung Shan, of the Jub Shun Memorial School. Note the fine wide motor road which runs in front of the new institution.

A MODERN PROPHET.

MR. G. K. CHESTERTON.

Mr. Julius West recently wrote a book entitled "G. K. Chesterton: A Critical Study." And Mr. James Douglas has criticised that Critical Study in such wise that its writer must be sorry he did not leave Mr. Chesterton alone. The subject of the study, in Mr. Douglas's opinion, has been incomprehended. Over the body of the writer of the Critical Study the Critic thereof proclaims aloud the largeness of the Chesterton intellect, and the dignity of the Chestertonian soul. It is a fine estimate, and deserves giving here as a sincere endeavour to explain a great and truly English mind to those who, for one reason or another, have been unable to make its acquaintance or, if so, to appreciate it to the full.

The tragedy of literature is that a prophet has no honour in his own country. We starve and stone our prophets. The central truth to be uttered about Mr. Chesterton is that he is the greatest prophet of our generation. He is as great as Tolstoy or Ibsen. It may seem rash to set him beside these great prophets, but time will ratify my rashness. A prophet



Gilbert K. Chesterton

is a man of genius with a spiritual message for his age. The spiritual message delivered by Mr. Chesterton is mightier than any other sounding in our ears. He is a bigger man than Macerlinck or Bergson, though we know it not. As a prophet he is larger

in the authentic voice of that English soul which lately wrestled with the Teutonic soul for the soul of the world. He is the soul of England. He expresses the English temper which you can trace through Wordsworth, Blake, Shakespeare, Milton, the Bible and the Book of Common Prayer, right back to Caedmon. This English temper is sublime in its spiritual heroism, and that it is alive to day in the race was demonstrated by the stupendous selflessness of the inarticulate masses who laid down their lives dumbly for an ideal which they divined but did not discern. Our people died for the soul of man. And Mr. Chesterton in his essays and in his poetry is the prophet of man's soul. The form in which he has cast his message has been determined by Byles the Butcher. He has beaten his brains out upon the stones of Fleet Street like that other great Englishman, Dr. Johnson.

He is as fragmentary as Isaiah or Nietzsche or Blake, but genius flames in all his fragments. His excesses are sublime and his faults are celestial, for they are the laughter of life and the foliage of energy. His imperfections are the flourishes of his perfections. To ask for one without the other is like asking for an oak without leaves or for a sea without waves. His paradox is a new thing in literature, for it is a spiritual parable and the old spiritual alle-

gory. He is the Bunyan of paradox. The paradox of Wilde is a trick of the tongue. The paradox of Chesterton is a trick of the soul. Wilde turned phrases upside down, but Chesterton turns visions upside down. Wilde invented topsy-turvy words, but Chesterton invented topsy-turvy dreams. Wilde is rococo; Chesterton is Gothic.



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OUR PRINCE'S DRESS.

AN AMERICAN COMMENT OF APPROVAL.

The sturdy independence of the Prince of Wales, displayed in his addiction to the dangerous sport of steep-leaping and, more recently still in his choice of the aeroplane as a means of meeting his many official engagements, has found its latest expression sartorially. Pictures have appeared of him wearing a grey flannel suit without waistcoat. To Americans this may sound like the mildest of revolts against convention or no revolt at all. But in England, where the weather usually favours its presence, the waistcoat has been a sacred symbol of gentility, so much so that the Prince's appearance without it even on a hot and sticky day has set the gossip buzzing and the London tailoring fraternity shaking their heads in dismay. What next! What next!

As a matter of fact, the Prince was merely adapting his dress to the climate, which, contrary to general belief, is a well established custom among his countrymen. If, to an American, Englishmen seem overfond of formal clothes at home, it is because in the normal English climate they find them comfortable. But send them to India and they swap their silk, stays, pique for pith helmets—the lightest, most comfortable and most sensible headgear for tropical wear ever devised—and their three-piece woolen suits for duck and twills. Under like circumstances in Manila, the American sticks stubbornly to his tight-fitting and sweat-starting Panama. What, wear a pith helmet! "It looks too British!"

The present season in England has produced an abnormal run of hot weather of the kind associated with a New York summer. To the horror of their more fastidious countrymen, gentlemen there have been observed peeling off their coats, displaying shirt sleeves and "braces" in public. Apparently neither they nor the Prince of Wales are so much afraid of "going American" when the weather warrants it as are some Americans of "going British."—New York Herald Tribune.



The above memorial, which stands in a secluded spot in the cemetery at Happy Valley, commemorates the memory of officers and members of the crew of H.M.S. Narkin, which served on the China Station in the 50's.

It is recorded on the monument that the ship took part in actions at Bogue's Forts, Fatshan Creek, Seelou and Canton during the years 1856 and 1857 and that a number of Officers, Petty Officers and Men lost their lives.



Unfortunately there is no law to prevent the unscrupulous optician from using inferior lenses. There is but one way to safeguard your precious gift of sight—consult an optician of qualification and reputation.

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CIGARS, CIGARETTES
BEST and CHEAPEST
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GRAECO EGYPTIAN
TOBACCO STORE
Opposite Hongkong Hotel.

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Fancy Combs.
Perfume Sachets.
Powder Puffs.
Vanity Cases.
Silk Hose.
French Novelties.
Manicure Sets.
Handbag Mirrors.
Bottles of Perfume.
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"Hankies" in Boxes.
Cosy Slippers.
Eau-de-Cologne.
Handkerchief Puffs.

Neckties.
Socks.
Suspenders.
Silk Handkerchiefs.
Cigarettes.
Pocket Knives.
Ash Trays.
Tobacco Pouches.
Golf Balls.

Fountain Pens.
Alabaster Powder Bowls.
Shingle Cases.
Handbags.
Coty's Perfume.
Back Puffs.
Cadbury's Chocolates.
Silver Vases.
Vanity Cases.
Bridge Sets.
Rose Bowls.
Silver Spoons in Cases.
Glove Boxes.
Sewing Cases.
Scent Bottles.
Yardley's Perfumes.
Powder Boxes.

Golf Clubs.
Tunic Shirts.
Cigars.
Pipes.
Slippers.
Walking Sticks.
Spats.
Gloves.
Billiard Cues.

Cut Glass Bowls.
Writing Sets.
Jewel Boxes.
Vanity Cases.
Caskets of Chocolates.
Boxes of Glace Fruits.
Coffee Sets.
Cake Baskets.
Silver Manicure Sets.
Caddy Bags.
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Linen Tea Sets.
Bed Spreads.
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Pullovers.
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Attache Cases.
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Traveling Bugs.
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Silver Salvers.

Gold Cigarette Cases.
Silver Cigar Boxes.
Tantalus Sets.
Tie Pins.
Smokers' Companions.
Cuff Links, Gold and Platinum.
Fitted Dressing Cases.
Silver Hair Brushes.
Royal Typewriters.

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FOR GIFTS THAT ARE "WORTHY."

Furs Return to Simplicity



Excellent
For the Taller
Woman is Leopard
With Soft Collar
Of Wolverine

A Broadtail
Coat for Formality,
With Faint Suggestion
Of a Waistline and
Flared Hemline

Models From
The Fur Buyers
Service



THE fur coat of this season depends not upon trick lines or unusual manipulations, but upon its own intrinsic merit as fur. The smartest models will not strive for the unusual or bizarre, but will adhere to classical, straight lines.

"Freak" furs, dyed pelts and novelties have been exploited to their limit, and the inevitable reaction back to quality is at hand. The daytime coat is simplicity itself, well fitted at the shoulder line and making a narrow silhouette at the hip. In length, it is skirt length, meaning that it is slightly longer than the skirt, so that the gown is completely covered.

That black fur will be more popular than ever before seems to be indicated at the beginning of the season, with black seal, caracul and broadtail well at the head of the list.

Fox appears to be less in demand for collars and cuffs than the flatter pelts, such as mink, beaver and sitch. Fitch, by the way, is leading all other furs as trimming.

Whereas the shawl collar is the featured neckline, it is not so large as formerly. It adheres more closely to the line of the neck, and the tendency is to avoid any heavy or muffed look about the shoulders.

Except on sports coats, the pocket is not featured—a wise precaution, since a pocket really adds nothing to the smartness of a coat.

AN interesting use of sitch is shown in the youthful caracul coat with the roll front at the lower left. This coat is in the new casaba shade, and the sitch is in the natural Russian, with the very light background and the deep markings. Notice the way the fur is applied to the cuff, running in a point almost to the elbow.

Another very youthful model that is best on the taller woman is the leopard model with the soft wrappy collar of wolverine, shown at the upper left. Here the turn-back cuffs are of the leopard and a more slender effect is achieved than with the heavier cuff.

A truly "classical" model, that which couturiers love to call a "real lady's model," is the model of eastern mink, at the bottom

of the page. With its fascinating play of light and brown stripes, this one is so soft and so delicately striped that it suggests sable.

This type of coat is quite rich enough without adding any contrasting fur, or any attempt at elaborate collar and cuffs.

ERMINE this season is used not only for the very dressy evening wraps, but is handled in quite a tailored fashion. An example is the model pictured at the lower right, with the collar and extremely wide cuffs of blue Peruvian chinchilla.

Naturally, the evening models are still trimmed with many tails, and lined with velvets to match the gowns with which they are worn.

The broadtail model, at the top centre, is designed for rather formal wear and departs from the straight and narrow in that it introduces a flared hemline and a faint suggestion of a waistline.

Extreme richness and beauty and much expense are added in the collar and banding of silver fox. This type of coat should be avoided by the short woman, since it detracts from her height, and generally curtails her lines. But it absolutely glorifies the tall woman, and gives her a smartness that is highly desirable.

This year's sports coat has swagger lines and a casual, easy swing that suggests the flapper mode. A typical style is the one at the upper right with the fur belt, which comes in beige tropical seal, with a narrow beaver collar, and a band at the sleeve that goes upward to the elbow rather than encircling the wrist.

BUT these models in no way show the whole run that furs take in the styles for the coming season. They are merely a few of the models which show not only which way the wind blows, but what may be done about it when it does.

In the introduction of the simple and straight lines for this year, fashion has been good to the woman who can afford only one coat in several seasons. For coats in this classical manner will be good till the early 1930's.



Eastern Mink
In Classical Model
Of Extreme Richness
But Lavishly
Plain

Fitch Trim
On a Caracul Coat
With Tuxedo Front
Is Most Suitable
For Youthfulness



An Ermine
Evening Wrap
Is Here Handled
With Chinchilla
Trimming



Swagger Lines
In a Sports Coat
Of Tropical Seal
And Narrow Beaver
Collar and Cuff



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IN THIS SUPPLEMENT,
Apply to
THE MANAGER
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Pictorial Supplement

December 15th, 1928.

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COTY'S
OF WHICH WE HAVE
JUST OPENED
A BEAUTIFUL
SELECTION.
ALSO FACE POWDERS.
Tel. C. 492.
THE QUEEN'S DISPENSARY, 22, DES VIEUX ROAD.



The Essential Evening Effect

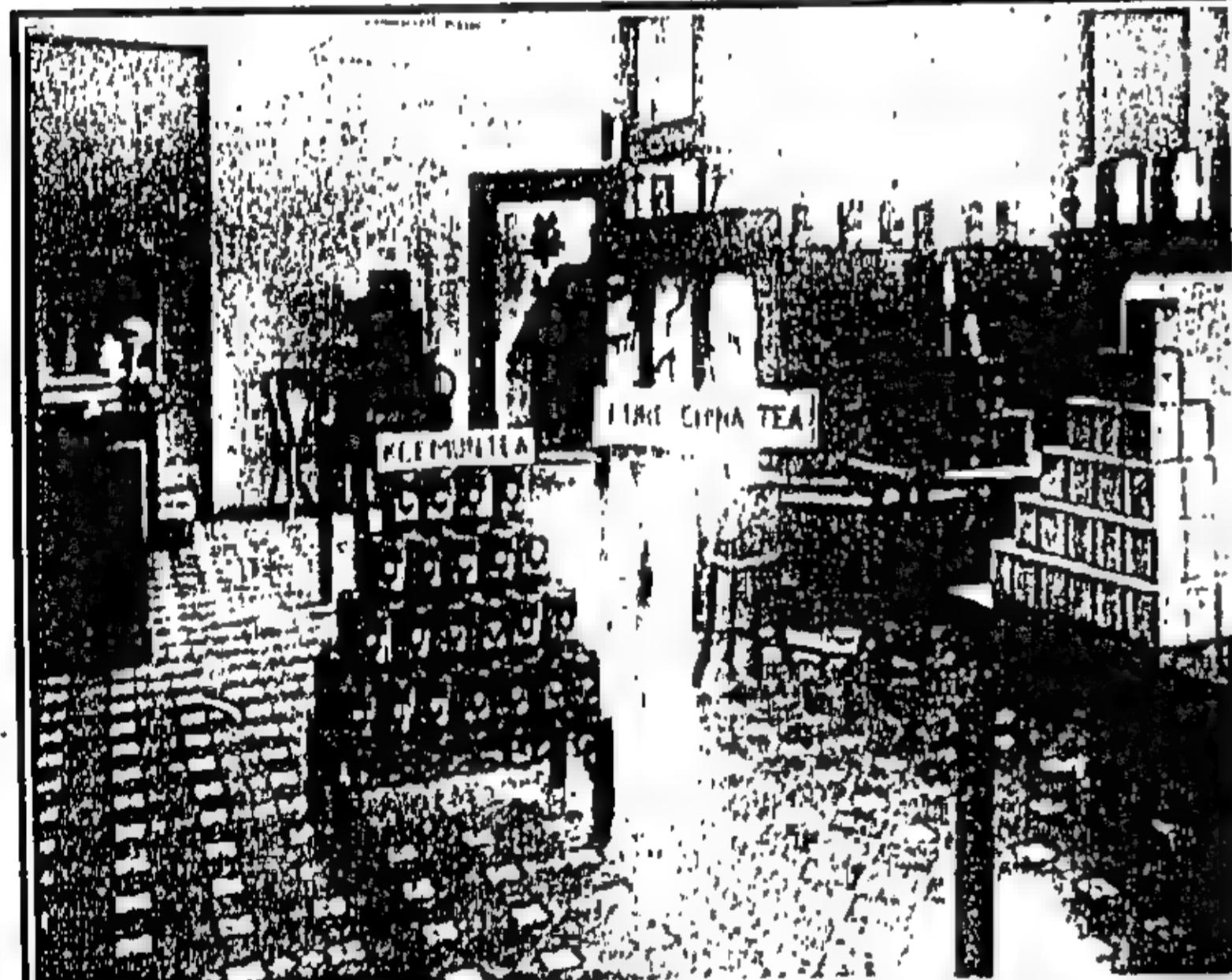
Correct evening wear is a harmony of individual items judged together in order to make sure that every detail is in accord.

This is the basic idea behind Mackintosh's Evening Wear Service . . . making it a simple matter to select—in one shop, at one time—the details which dovetail into each other with that perfect harmony of style, material and fit in which consists the essential correctness of evening wear.

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MEN'S WEAR SPECIALISTS.

BUY YOUR CHINA TEA
DIRECT FROM THE TEA EXPERTS.
INCOMPARABLE QUALITIES. LOW PRICES.



The above picture shows a corner of our new showrooms situated at David Building.

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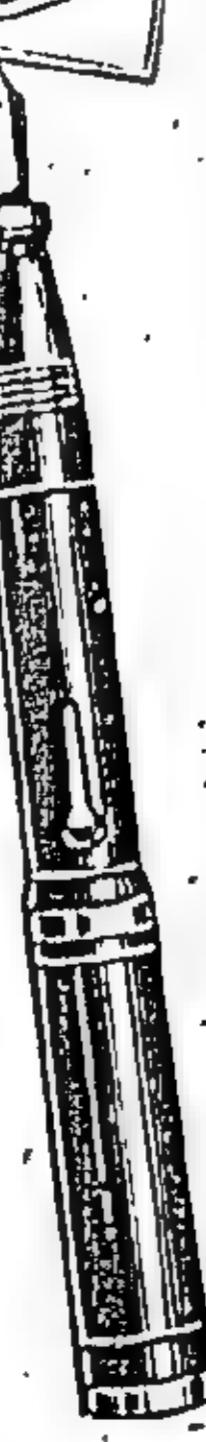
The "NOTARY" PEN
\$3.25 to \$3.50

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DO YOUR SHOPPING EARLY.

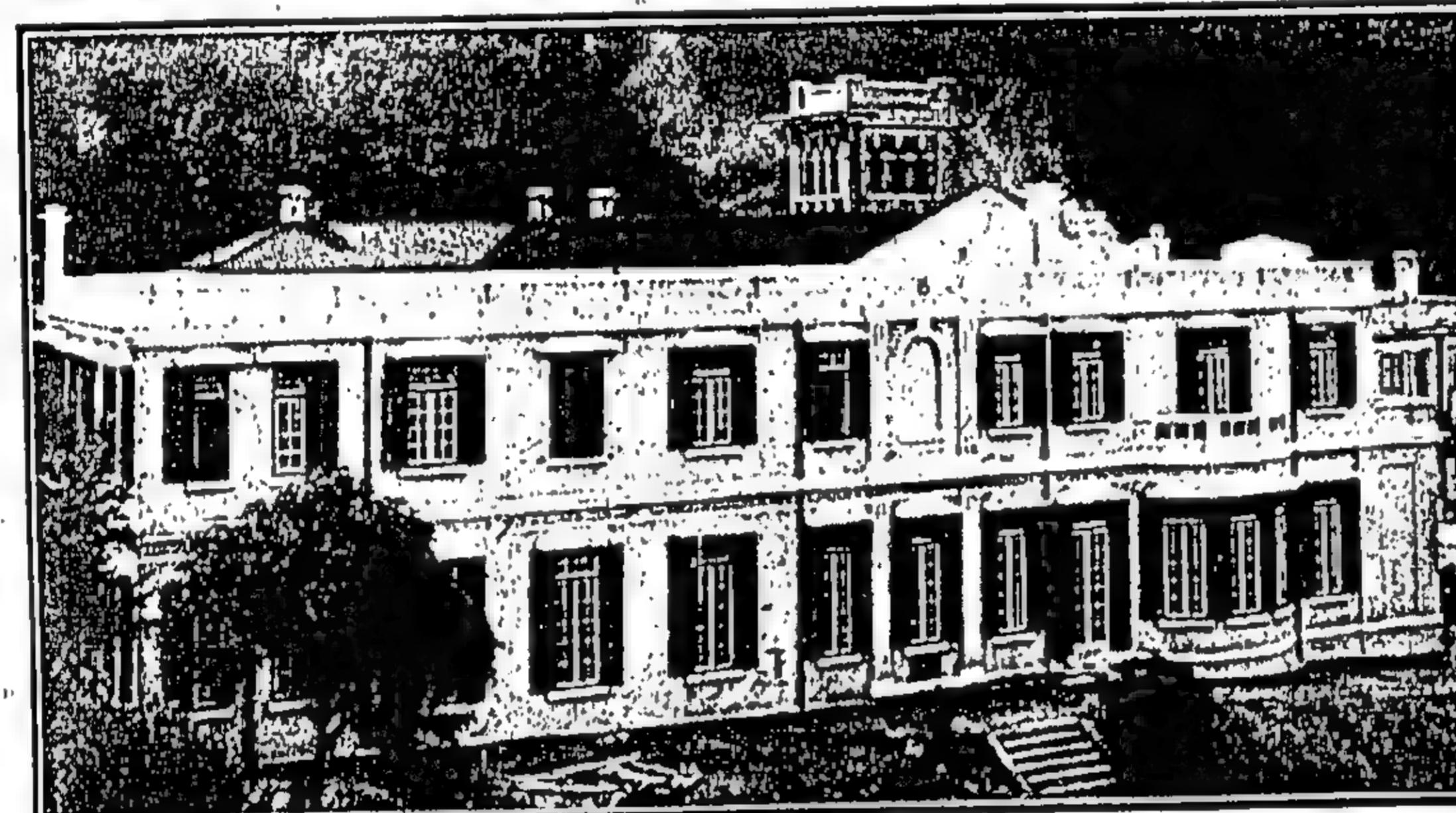
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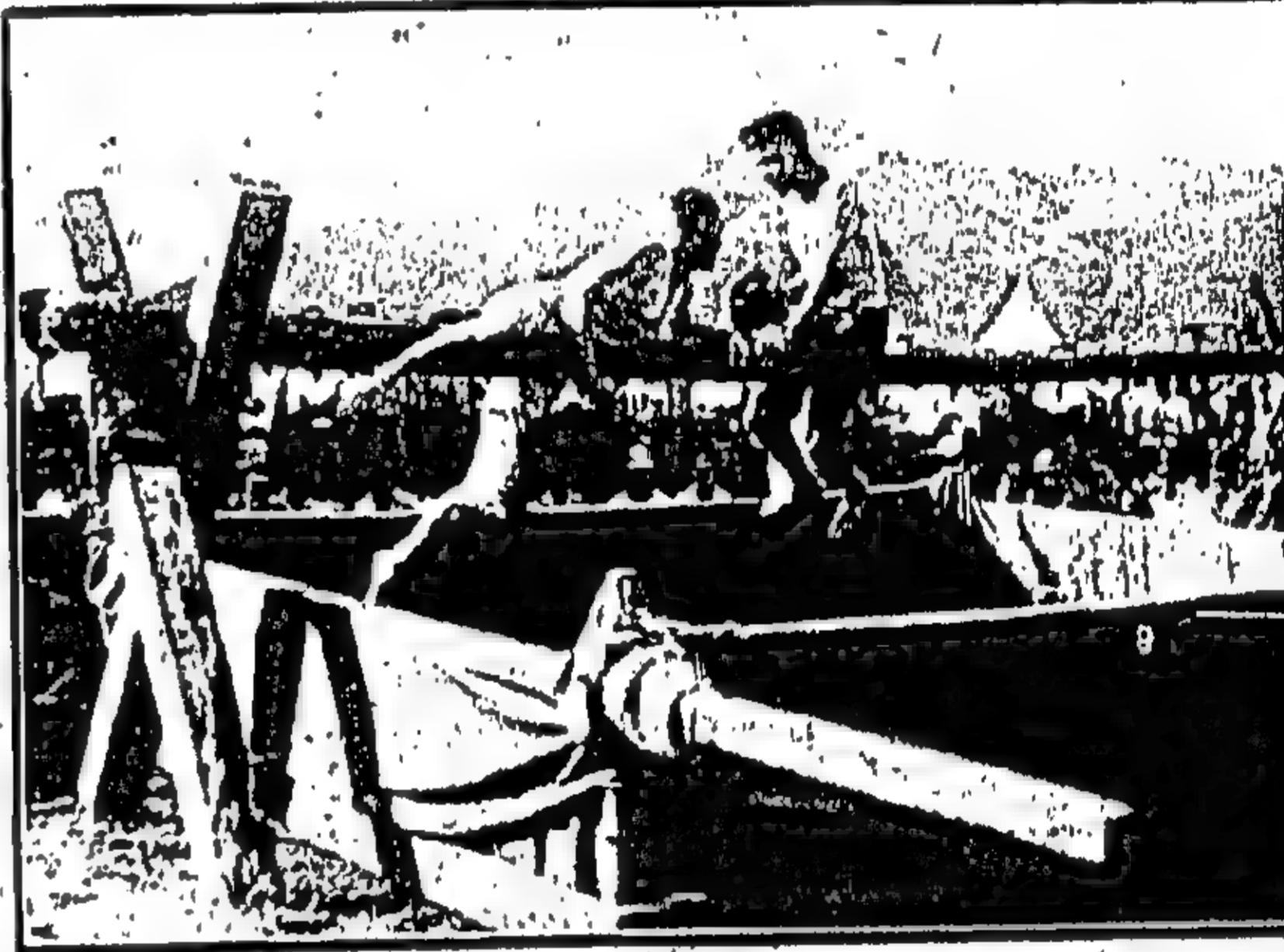
Mrs. A. M. Bowes-Smith, who, as Sylvin, takes the lead in "Tom Jones" now being given by the Philharmonic Society. (Photo: Ming Yuen).

A scene—"The tale of the Cuckoo"—from "Tom Jones" which is being produced by the Philharmonic Society. From left to right, the performers are: Mr. A. J. J. Brock, Miss E. Aris, Capt. R. D. Thomas and Messrs. T. J. Magill, R. Dobbins and P. Hale. (Photo: Ming Yuen).

Mrs. J. Hurst, who takes the part of Honour in "Tom Jones" now being produced by the Hongkong Philharmonic Society. (Photo: Ming Yuen).



Morrison Hall Extension, Hongkong University, which has just been completed. The Tung Nam Construction Company carried out the work from plans and supervised by Messrs. Dension, Ram and Gibbs. It will be remembered that the foundation stone was laid by Dr. Pearce before his retirement from the Colony.



Pillow fighting in progress at the troops' sports which were held last week in camp at Lowu. (Photo: Ming Yuen).



Officials and members of the Committee of the St. Andrew's Society, laying a wreath on the Cenotaph on St. Andrew's Day. (Photo: Mee Cheung).



A farewell dinner party was given to Capt. and Mrs. Mitchell on board the s.s. *Fatshan* on Friday last. (Photo: A. Fong).



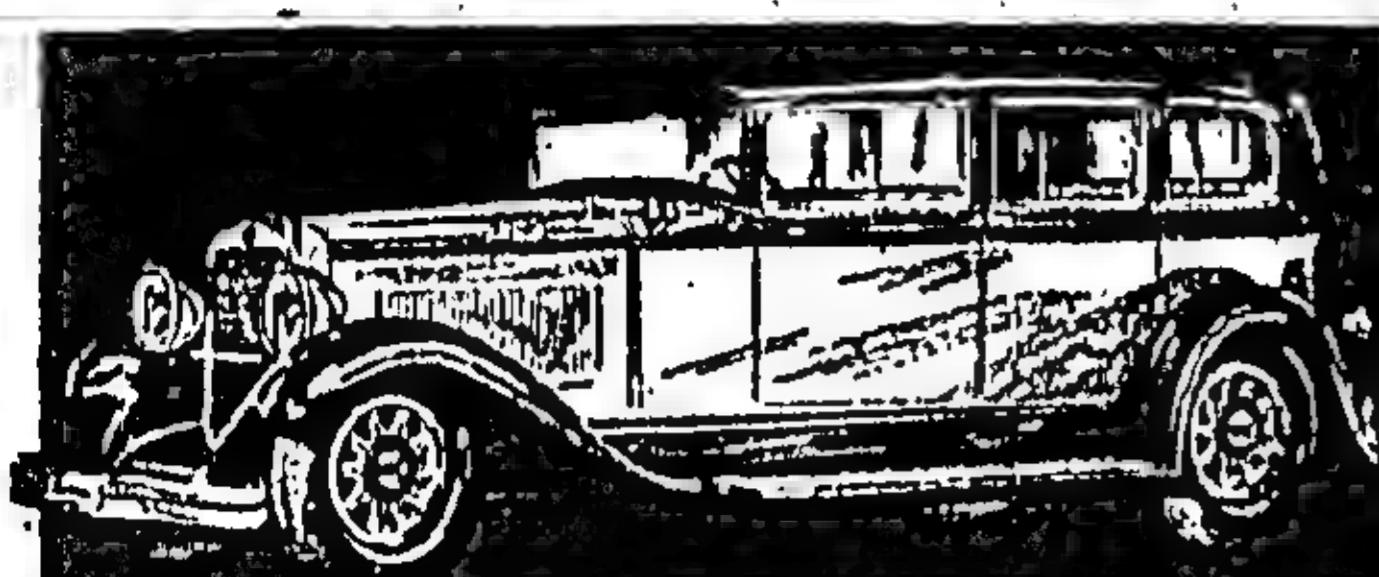
Impressive scenes were witnessed at Rye when fifteen of the seventeen lifeboatmen who lost their lives in the Rye Harbour lifeboat disaster were laid to rest in the little churchyard by the sea. Our photograph shows the procession proceeding through the village.



Remarkable jumping by a woman rider was seen at the Whaddon Chase Hunter trials at Blatchley, Buckinghamshire. Our photo shows the competitor clearing a jump in fine style.



Just arrived
Special Six "400" Sedan
H.K. \$3,300
fully equipped
Phone 1674 for a ride



It was a Twin-Ignition Motor

that carried Lindbergh over the Atlantic, Goebel over the Pacific, Byrd over the Pole!

In history-making flights Lindbergh, Byrd, Goebel and a host of others have established dramatically and conclusively the superiority and reliability of twin ignition, high compression, valve-in-head motor performance.

And all three principles are combined in the great new Nash Twin Ignition Motor which powers every Nash "400" Special and Advanced Six model.

The Nash Twin Ignition Motor, with two ignition coils instead of one, two

Spare parts in Stock.

NASH "400"

Leads the World in Motor Car Value

Prices from G\$1,200 to G\$2,275

WONG SIU WOON 21, Pottinger Street, Phone C. 1474
Service Station 76 Des Voeux Road Central, Phone 644

OCEANS OF GASOLINE.

The average American motorist used more than 550 gallons of gas during 1927; the total amount con-

sumed was 11,563,490,000 gallons.

Averaging 13.5 miles to the gallon, the motor vehicles have travelled 156,150,000 miles in consuming this gas.

HINTS FOR THE MOTORIST

by ALBERT L. CLOUGH

WATERING THE BATTERY.

Like humans, the battery is thirsty in hot weather.

The only regular attention that a storage battery usually needs if it is in good condition and well served by its generator, is additions of distilled water to its cells but the need of this is absolutely peremptory if good service and the welfare of the battery is to be considered.

Keep The Plates Covered.

To obtain full service and protect the battery from damage, the liquid level in each cell should never be allowed to fall below the tops of the plates and as a matter of prudence it should always be maintained as much above the plates as its manufacturer specifies.

Where the Water Goes.

Some water is lost from battery cells, by evaporation, when they are at ordinary temperatures and much more when they become hot in service, but the loss by decomposition into hydrogen and oxygen gas, when overcharging occurs, is still more important. More frequent and larger refilling of water are necessitated by hot weather and the excess charging which so often takes on long continued daylight trips.

Winter Water Requirements

Small.

In the winter operation of the average car, additions of water are required at long intervals only because the battery is not likely to overheat and because overcharging is unlikely to take place, on account of the extensive use of lights and the infrequency of long daytime runs, with their heavy charging effect.

Heavy Summer Water Loss.

On the contrary the average car battery needs a lot of water in hot

weather to keep the plates covered for it is rapidly being evaporated by the high prevailing temperatures and the gassing of the cells while being subjected to the frequent protracted overcharges, incident to the large mileages usual during the summer, means a heavy water loss.

Frequent Inspections Advisable.

Liquid level in the cells should be inspected after each few hundred miles of summer driving and losses of water made good. Especially is this the case if very hot weather prevails and the mileage made has been covered in a very short period of time. It is far safer to make these inspections on a mileage basis than on an elapsed time basis.

Charging at a Lower Rate.

If cells require an unreasonable amount of water, it is almost certain that much overcharging is taking place and that the battery is overheated much of the time—a detrimental condition. Under these circumstances, it may be well to have the generator charging rate reduced which will tend to diminish overcharging, overheating and the amount of distilled water that must be supplied.

Rattles on Rough Roads.

Question: Finding that my car was getting very noisy on rough streets, I tightened up all bolts and nuts, greased all connections, oiled between the spring leaves and painted oil under the car where the body meets the frame. This has made it very lively, so that it bounces over the uneven places, with the same if not more noise than before. How can I make it quiet?

Answer: Probably some of the spring shackle-bolts are worn enough to make them loose and noisy. These will have to be replaced. End play of the springs on these bolts can be taken up and make them much quieter. Lost motion in the steering connections may exist and contribute to the noise. It is very doubtful if spring leaves should be oiled, as it reduces the leaf friction which is a very important factor in stopping bouncing. The makers of your car advise against oiling their springs and they are doubtless right in this.

Oil for Laid-up Engine.

Question: My car has stood idle all winter and I am advised before running it, to drain the crankcase, fill with kerosene, turn the engine over a number of times by hand, drain out the kerosene and refill with clean oil. Would such procedure be proper one?

Answer: Yes it will be all right in the case of your engine, which has no splash-troughs, which would retain the kerosene and cause the fresh oil to be thinned thereby. The engine should be turned over quite a number of revolutions, several different times, with a wait between them, to permit the kerosene to have full cleaning effect. It would have been better if you had drawn off the old oil and refilled with fresh oil, when you laid the car up, rather than letting the dirty oil remain in the engine all winter.

ON THE RHINE.

Great enthusiasm was shown when the British Army ran a Rhine reliability trial, near Wiesbaden, through the Taunus Mountains—tanks barred—and over six stiff observed hills. The competing cars ranged from Ford to Mercedes, with plenty of Morris Oxfords and Cowleys, and the German enthusiasts turned out in force for the occasion. A motor cycle won on points; Lieutenant Greaves (Morris Cowley) and Major Kenchington (Morris Oxford) being level for the best car.

PLAN ON SPEED ROADS.

A syndicate headed by Lord Asquith has offered to build several speed roads between principal towns in England. The roads would contain two lines of traffic. No crossings would be encountered and there would be no speed limit.

LOUIS XIV MODEL.

Seen at Paris Show.

LUXURIOUS CARS.

Paris (Special)—Two outstanding exhibits at the International Automobile Salon, which opened here on October 4, in the Grand Palais, are Louis Fourteenth Limousines mounted on the Studebaker President Eight chassis, and a "modern art" Erskine Six Royal Sedan. The two cars were specially prepared for exhibit at the Salon.

The spirit of the golden age of France has been chosen as the decorative motif for the magnificent limousine. The exterior colour scheme is blue, black and gold, with radiator, wheels, lamps and exterior hardware finished in gold.

Separating the rear compartment from the chauffeur's seat is a drop glass, below which is a cabinet of hand carved walnut containing three compartments. On the doors of the main compartment is the characteristic double "L," while the doors of the smaller compartments are embellished with a fleur de lis. There are elaborate vanity cases and specially designed dome and corner lights. The ornate interior, designed to harmonize with the period fittings, is finished in soft rose gold. Silk window shades are mounted on rollers concealed in the cornice.

In the Erskine Royal Sedan, Studebaker is the first to apply the modern motif to the design of a motor car. The beauty of the body lines is strikingly emphasized by the daring finish of French violet, silver and lustrous black lacquer. Hood, cow and body panels are in a light shade of violet. Visor, roof and rear quarter are finished in silver, as are the wire wheels. The most striking feature of the colour scheme is the handling of the body belt and running board apron, which are finished in two shades of violet, and carry an irregular modern art motif.

The interior is in keeping with the extreme modernity of the exterior. The lounge seats in both front and rear compartments are covered with brilliant tapestry of futuristic design, which is also on the heavily upholstered arm rests flanking the rear seat. The rich effect of the patterned tapestry of the seats is carried further in the sheen of a silver tapestry in the ceiling and side-walls.

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(Under the auspices of the Automobile Association)

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THE FRENCH MOTOR CYCLE CO.

46, NATHAN ROAD, KOWLOON.

WORLD'S BIGGEST.

Dunlop's Mills.

New extensions of the Dunlop cotton mills at Rochdale in Lancashire now make these the largest in the world under one roof. They have—

35 acres of floor space;
286,400 spinning spindles;
100,000 doubling spindles;
3,000 workers (at the least);
14,000 h.p. of electricity.

Every week 1,100 miles of cotton are turned into half-a-million lbs. of yarn which is doubled and made into cord for Dunlop products, chiefly tyres.

FOILING CAR THIEF.

Driver Takes Wheel.

Car thieving is prevalent in all countries, but a racing driver in the Malay States has a good way of beating the thieves. After winning a prize in a recent speed trial in a Ford car the driver took the steering wheel off and carried it with him when he went to receive his trophy.

lbs. of yarn which is doubled and made into cord for Dunlop products, chiefly tyres.

Beautiful and Enduring—Hupmobile's New

CENTURY SIX

Will Last through the Years

The Century Six is the motor car built for permanency. This new type motor car has style, and a distinctive personality. It is smart. It has ultra-modern beauty. And the firmly wrought, thorough-bred motor will absorb years and years of strenuous usage.

When you purchase a "Century Six" you acquire something permanent. It is a motor car you will always be proud of. Its full-hearted power, like its beauty, is a built-in feature.



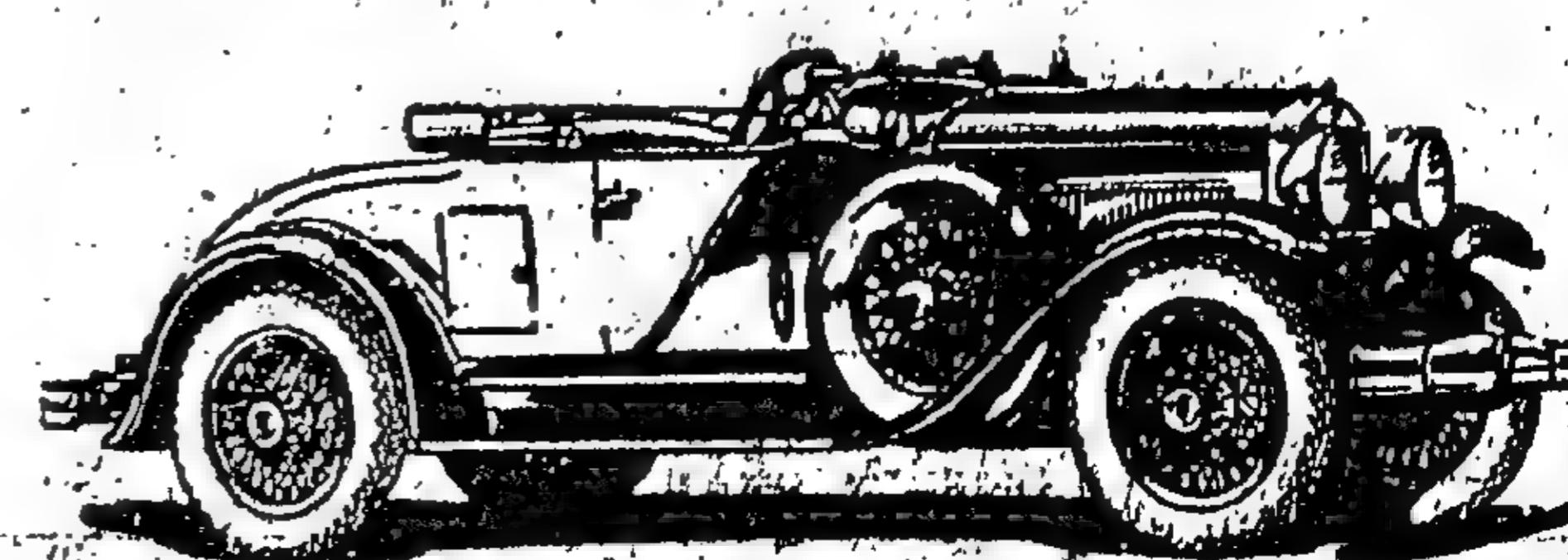
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It was a Twin-Ignition Motor

that carried Lindbergh over the Atlantic, Goebel over the Pacific, Byrd over the Pole!

In history-making flights Lindbergh, Byrd, Goebel and a host of others have established dramatically and conclusively the superiority and reliability of twin ignition, high compression, valve-in-head motor performance.

And all three principles are combined in the great new Nash Twin Ignition Motor which powers every Nash "400" Special and Advanced Six model.

The Nash Twin Ignition Motor, with two ignition coils instead of one, two

Spare parts in Stock.

NASH "400"

Leads the World in Motor Car Value

Prices from G\$1,200 to G\$2,275

WONG SIU WOON 21, Pottinger Street, Phone C. 1474
Service Station 76 Des Voeux Road Central, Phone 644

OCEANS OF GASOLINE.

The average American motorist used more than 550 gallons of gas during 1927; the total amount con-

sumed was 11,563,490,000 gallons.

Averaging 13.5 miles to the gallon, the motor vehicles have travelled 156,150,000 miles in consuming this gas.

THE LEADING EXPONENTS

ECONOMICAL ROAD TRANSPORT

HONGKONG OFFICE,

UNION BUILDING,

5th. Floor.

THORNYCROFT

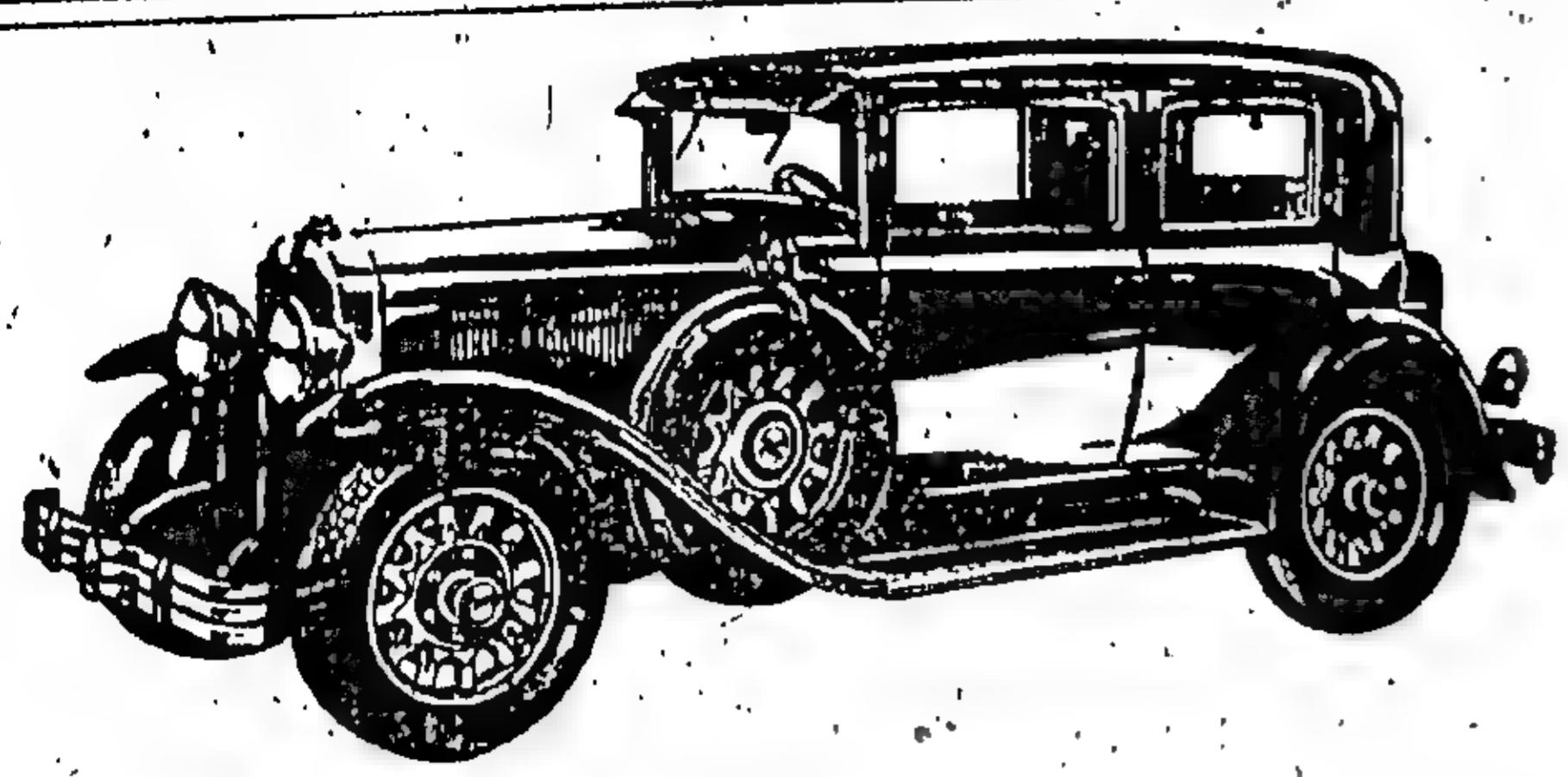
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MOTOR FREIGHT VEHICLES

Write us and our representative will call. Telephone Central 4831.

DEAL-DIRECT.



Because it's *new* . . . Because it's individual . . . Because it's the most *beautiful automobile of the day*, this new Buick . . . the car of cars is enjoying the year of years . . .



THE NEW BUICK
IS THE NEW STYLE

style—a fascinating new mode—of automotive beauty and luxury!

Drawing the greatest crowds—winning the most enthusiastic praise—rolling up the biggest demand in all fine-car history—the Silver Anniversary Buick with New Masterpiece Bodies by Fisher is scoring the most sensational success ever won by any new 'quality car'!

Millions of spectators thronging Buick showrooms in all parts of the country! Tens of thousands enthusiastically placing their orders for this Buick of Buicks and car of cars!

And all because it is not only a leading engineering achievement of the past twenty-five years—embodying performance, abilities unmatched anywhere in the world—but also because it ushers in an entirely new

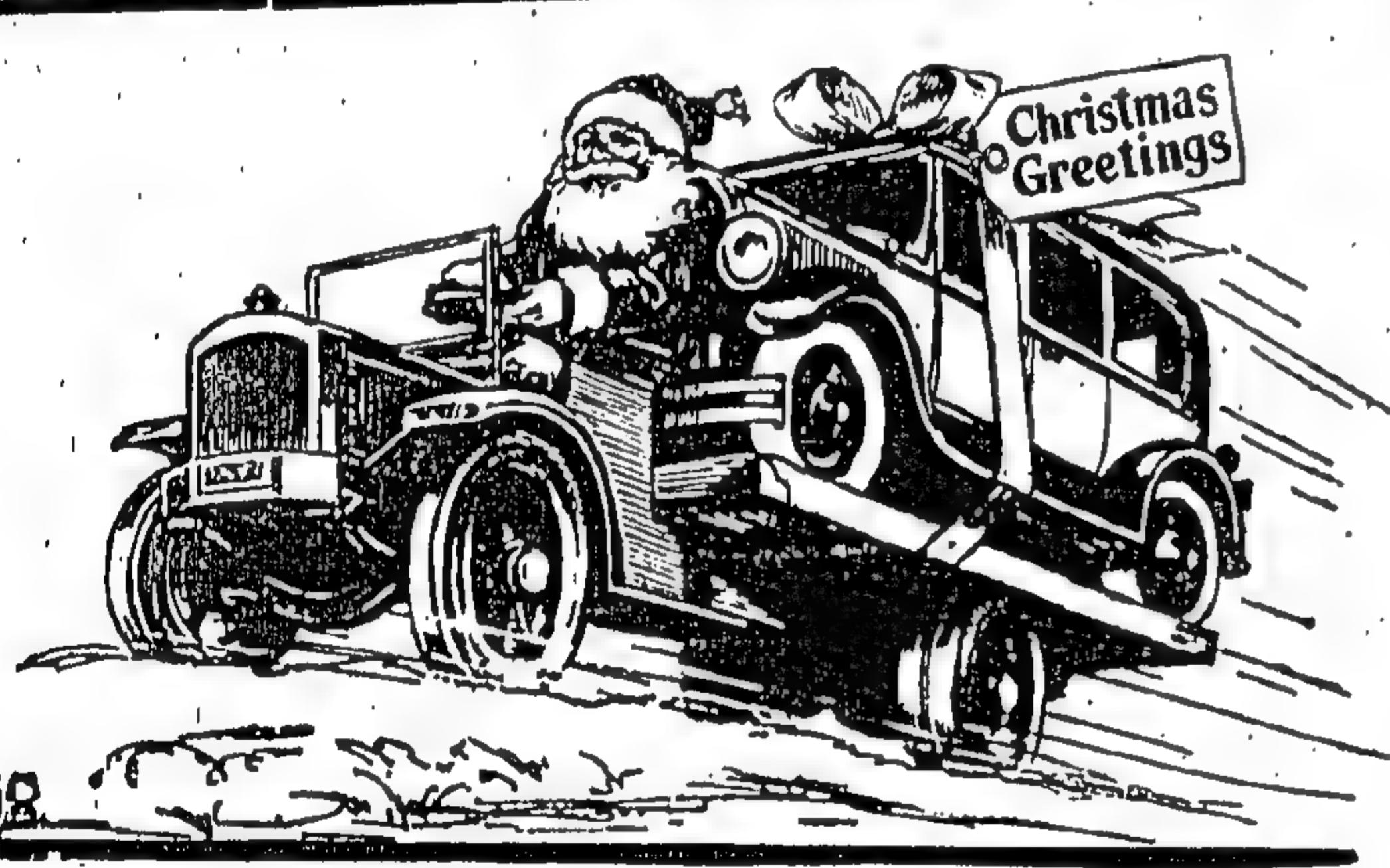
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Telephone Central 1246 or 1247.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.
WHEN BETTER AUTOMOBILES ARE BUILT, BUICK WILL BUILD THEM.



The Christmas Gift
for the Entire Family

Be good to yourself and your family. Buy an automobile for Christmas to be enjoyed for months and years to come.

WHAT A CHOICE!

STUDEBAKER, ERSKINE, MORRIS, CHEVROLET.

COME IN AT ONCE FOR A DEMONSTRATION AND ARRANGE FOR US TO DELIVER ONE

ON CHRISTMAS MORNING.

We have a number of used cars on hand at bargain prices.

THE HONGKONG HOTEL GARAGE.

FIFTY YEARS HENCE.

[By Sir Herbert Austin, K.B.E.]

Sir Herbert Austin is head of the world famous Austin Motor Company whose "Austin Seven" has done much to cheapen and popularize motoring in recent years. In this article, Sir Herbert, whilst refusing to go too deep into the realms of prophecy, deals with motoring in 1978.

The present state of motoring is the result of years of constant endeavour on the part of pioneers and manufacturers, and yet in general principle the vehicles we have to-day are the same as we started with, say, 40 years ago. They are faster, less costly to run, and in every way more pleasant to use, but they still remain much as they were at the end of the last century—an internal combustion engine under a bonnet in front, driving the rear axle through a clash change-speed gearbox and steering of the Ackermann type.

The chief changes from an appearance and comfort point of view are in the carriage work, which it seems has now got down to stereotyped forms.

The electric vehicle—except as used in confined areas in the shape of trackless trams—has practically disappeared, in spite of all the great hopes that have at various times been put forward. The steam car has had the same fate. The petrol driven vehicle stands supreme to-day. Can it survive, and if so will it keep its present form for 50 more years?

Let us look at the question from a practical standpoint. It is reasonable to suppose that the cities and towns will get bigger and bigger and that people will continue to congregate in confined areas, making traffic congestion so serious as to render some changes necessary. It will be no pleasure to motor in these cities and towns, and even in many of the highways, as we do at present, 50 years hence. There will be more communal travelling on fast and silent running vehicles, many of which will be of the trackless tram type, using electric current from overhead wires and avoiding the unhealthy exhaust fumes that at present vitiate our atmosphere.

Those vehicles which need freedom of movement and do not use electric energy, will be possible only on the country roads, and will have means for neutralizing the exhaust gases where internal combustion motors are the propelling medium.

The desire for rushing about from one place to another will have worn off to a large extent, and the mass of the people will have other interests to occupy their time. If they find it necessary to go to any particular point they will get into one of the vehicles passing their door at regular intervals and, for one-tenth

of the cost, and with far less risk will arrive at their destination in the minimum of time.

Fifty years is a long time to look ahead in the direction of mechanical development, and judging by what has happened in the last 50 years, we can expect to see—those of us who are alive at that date—many changes and big improvements, but they will not all be in motors or motoring. By that time every family should have its own house to live in, of such a size and type as will warrant a pride in the possession of it. They will have seen all the interesting spots throughout the country many times, and the temptation to stop at home will be more and more forceful. This tendency will concentrate attention on development in other directions. Aviation will provide new thrills and excitement. Journeys to foreign countries by air will be a matter of everyday occurrence, and there will be a greater interchange of visitors, especially when we have evolved a universal language, which is one of the biggest deterrents at the present time to foreign travel.

The immediate future will not bring forward the vehicle we shall probably use 50 years hence, chiefly because the present manufacturing interests could not provide for radical changes even if they were appreciated, and we know what the future would bring forth.

Our present automobiles are reasonably satisfactory, and while improvements and changes are a matter of everyday occurrence, we are not likely to see for some time such alterations in design as will make them out of date, either in appearance or performance.

If some magician would sell me the knowledge of what would be the type of vehicle we shall use in 50 years time, I would be prepared to pay him a big lump sum down and a substantial part of the big profits I should be able to make with the knowledge, but as things are at the moment I have to be content to know what is going to be the type for next year, and I expect this is the position with most other manufacturers in the world to-day. We all have our "day dreams," but the exigencies of trade generally are sufficiently exciting to keep us from doing much gambling on "futures."

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MADE IN ENGLAND
It's the Casing that Counts!

The casing of a tyre is hidden, but upon it largely depends the service you get.

The Casings of

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CORD TYRES

are built up from cotton material produced in the vast Dunlop Cotton Mills—to *tyre experts' specifications*. Correct balance between the tough Dunlop Tread and the Dunlop Casing makes a perfect Cover.

For maximum miles specify

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"As British as the Flag"

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LANCIA PLANT IN U.S.

Lancia Motors, the Italian automobile manufacturers, will begin production of a large V-eight car in this country. The consulting engineer of the company is Ralph DePalma, famous racing driver.

HEADLIGHT STATION.

An automobile headlight-testing station to measure headlights as set by state regulations has been installed in Chicago. It is the first one in Illinois.

LANE
CRAWFORD'S

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Pontiac—Bean

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Cars



1929 PREDICTIONS.

European Car With Front Wheel Drive.

INNOVATIONS FOR NEW YORK SHOW.

When the new automobiles are appraised next January in the inaugural show for 1929 at New York, at least two outstanding features will be noticed.

One will be the introduction of a European manufacturer into American operation and sales.

The other will be the application of the front wheel drive to popular use.

Neither of these, to be sure, is new. But they are given a popu-

lar slant for the first time in American automotive history. The European car, the Lancia, will be the second to make its American debut so far as actual production here, in addition to its sales, goes. The Rolls-Royce, fine English car, was the first.

The Lancia will also sell in the high price field, although not so exclusively as the Rolls-Royce. It would be a costly error on the part of any European manufac-

Front Drive Will Appeal.

Perhaps more success will come to the American Lancia than to the new type or two of front wheel drive car, next year. But the automotive world will follow with keen interest the introduction of this type of drive for popular use. It has shown its mettle at the various auto races and is upheld in principle by some of the greatest engineers of the country.

What it will do in the hands of an unmechanical driver, however, is another question. It is still experimental and it is too revolutionary to appeal to most of us. We are satisfied to sit at the side lines and watch its performance by others. Engineers, however, predict its success.

Outside of these innovations, the next auto show will reveal the type of improvements that might be expected in engine and body from year to year. Some of these, from a cursory survey of 1929 models already announced,

Higher Power General.

1. General adoption of high compression engines.

2. Thermosytically controlled carburetors to keep volume and temperature of mixture more nearly uniform.

3. More general adoption of fuel pump and vacuum pump.

4. Improved manifolding for an even distribution of fuel.

5. Greater valve lifts for freer and quicker passage of the mixture into and out of the combustion chamber.

6. Improved cooling system due to greater heat from higher compression.

7. Eight-cylinder cars of less costly type.

New Type Spark Plugs.

8. Metric spark plug for high compression and carbon proof plug for city driving.

9. Increased engine displacement and greater engine power.

10. General adoption of chromium plating.

In addition to these there are the expected improvements on the various parts of the car, occasioned by experiences of auto owners with past models. Thus the fuel and oil filters, the air cleaner, the clutch, the brake and other important features of the car have undergone a change for the better. Nothing, however, has been done to consider exceptional.

As for the body, the most pronounced change to be noted next year perhaps will be its increased width on the same wheel tread. Two models already announced as having been widened are the Buick and Oakland. Others are expected to follow.

Why changed motoring conditions demand the use of quality oil

To-day nearly everyone wants a high-speed engine. Operating temperatures have increased. Better roads invite faster average travel. These changes put an added strain on your oil. They call for the use of highest quality oil.

No longer can you use "good enough" oils. No longer can you run the risk of merely asking for "Light" — "Medium" — or "Heavy" oil.

If you want genuine safety in your lubrication, here is the one sure way to get it. Look up the grade of Gargoyle Mobiloil recommended for your car in the Mobiloil Chart.

Then always ask for it by the full name — Mobiloil "E," Mobiloil "A," Mobiloil "B," Mobiloil "BB," Mobiloil "C," Mobiloil "CC."

GARGOYLE
Mobiloil
The World's Quality Oil

No. 8

The new dangers of — "Light" — "Medium" — "Heavy"

Change! Change! Change! In the past few years motorcar design has changed rapidly.

VACUUM OIL COMPANY

NEW FIAT.

Three Standard Body Types.

KNOWN AS "521."

The success of the six cylinder "520" Fiat has created a demand for a similar car of greater seating capacity. This demand has been met by the new model "521," which seats seven passengers as against the five accommodated by the "520" model. Although already in production, this model, which is not intended in any way as a substitute of the earlier one, has been shown at the Paris Salon.

In general design the new model is similar to the smaller one, but as befits a seven-seater, the engine is more powerful, being $2\frac{1}{2}$ litres capacity instead of $2\frac{1}{4}$, and the frame is correspondingly longer and heavier. Besides these fundamental changes, the new car embodies all those later improvements suggested by the experience gained with model "520." In outward appearance, too, the newer model has been somewhat improved, the radiator having been made higher, giving a more handsome line to the whole car.

The engine is, as in the "520," a six-cylinder side valve unit, but follows more closely the design of the famous aero engines which in the course of the current year have won for Italy most of the world's aeroplane records. Various improvements have been effected in the lubrication, the dynamo, ignition, and in the petrol feeding system. The capacity of the autovac tank has been increased as was also that of the main tank. A petrol gauge has been added with dashboard reading. The brakes and the clutch have also come in for attention. Small but important improvements have also been made in the body work, particularly as regards window winders, locks, etc.

Three standard types of body are furnished on this chassis: open Tourer, Weymann Saloon and Town Coupe, all of which accommodate seven passengers facing forward, two-on folding occasional seats. The Tourer has a one-piece adjustable windscreen with an automatic wiper, a double extension hood with rear light and leather cover. The two spare wheels are lodged, one on either side, in wells, and all tools and accessories are stowed under the front seat and under the bonnet, thus doing away with the usual toolboxes on the running boards, which would otherwise detract from the neat, flowing lines of the body.

The seven-seater Weymann Saloon has four doors and six windows, three on either side, besides an ample rear light. A tinted sun visor is fitted above the windscreen. The Town Coupe can comfortably accommodate five passengers inside and one outside beside the driver. The glass of the rear light is adjustable, as are also the door windows. The front of the car is closed by a sliding glass partition made in two halves, whilst communication with the driver is facilitated by the installation of an electric telephone. All "521" cars are furnished with polished steel disc wheels, lined in colours to match the body colours. This latest model reflects the greatest credit upon its designers and builders.

ANOTHER RECORD.

Melbourne to Sydney.

B.S.A. TOP GEAR RUN.

On Monday, November 5, Alex Finlay, mounted on 1928 B $\frac{1}{2}$ h.p. "B.S.A." twin port motor cycle and sidecar, with passenger, left Melbourne Post Office at 9.10 a.m. for Sydney to establish a record for this class of machine. He arrived in Sydney at 9.58, completing the journey in 18 hours 48 minutes, which is now a record.

One of the outstanding features of Finlay's record is the fact that his machine was officially sealed in top gear, and the weight of Finlay and his passenger amounted to 265 lbs. without luggage.

Finlay was met in Sydney by Mr. Goodwin, secretary of the A.C.U., and the sealing of his gear was found to be intact. He stayed in Sydney until a quarter to 1 the following morning, when he returned to Melbourne (with his machine still sealed in top gear), arriving there at 12 o'clock. This is certainly a wonderful performance for such a small horse-powered machine, proving its reliability.

Alex Finlay proposes to attempt a 24-hours road record in Victoria within the next few weeks, and judging from the condition in which he arrived in Sydney, there is no doubt that he should be successful in winning through. Alex Finlay used Golden Fleece oil and Shell spirit, and his machine was shod with Dunlop tyres.

SATURDAY, DECEMBER 15, 1928.



NO BETTER CHOICE THAN FIAT.

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PERPETUAL PLEASURE!

Trial runs willingly arranged

FIAT GARAGE

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FIVE SPECIAL OFFERS.

STUDEBAKER STANDARD 6	Touring Car 1923 Model, 6-seater 27.54 h.p. Owner Driven, Mileage 8,397..... H.K. \$1,500.00
MORRIS OXFORD	Touring Car 1924 Model, 5-seater 13.9 h.p. Owner Driven, Mileage 18,000..... H.K. \$1,000.00
MORRIS COWLEY	Touring Car 1925 Model, 5-seater 11.9 h.p. Owner Driven, Mileage 10,127..... H.K. \$800.00
MORRIS COWLEY	Touring Car 1924 Model, 5-seater 11.9 h.p. Owner Driven, Mileage 15,000..... H.K. \$600.00
STUDEBAKER LIGHT 6	Touring Car 1922 Model, 5-seater 25 h.p. Owner Driven, Mileage 23,000..... H.K. \$500.00

THE HONG KONG HOTEL GARAGE

25 Queen's Road Central Tel. Central 4759.

MORE NEW MOTOR FUELS.

Experiments Made in Switzerland.

BENZINE & ALCOHOL

from them, so that they could not even adapt their carburetors to it. The Military Authorities intend to reserve this produce for military purposes. They are satisfied that in times of emergency it would be possible to eke out the available supply of petrol, so that it would last three or four times its ordinary length of time.

Another Fuel.

But even more satisfactory results were obtained by another fuel, which has been produced by the Martini Motor Works at St. Blaise. Its inventor is Director Stelzer, of the said works, and it is called "Stelzer-Brennstoff," after him. Of course, all details regarding its composition and manufacture are kept secret. But it is known that it is alcohol in a solid form, which is dissolved into gas by the simple process of adding water. The carburetor is of a special construction.

The trial races on the Jaun-pass were satisfactory, though the minority drivers who took part in them were surprised by this new fuel, whose qualities were kept secret.

HARLEY SUCCESSES.

In the 24 hours reliability conducted by the Brisbane M.C.C. on October 27 and 28, H. Wacker and G. Franklin, both riding Harley Davidson, outdid, tied for first place with full points.

The winners of the teams prize were: H. Wacker, G. Franklin and E. O'donnell, all riding Harleys, with 1,140 points out of 1,150.

Another good performance was put up by L. Fitzgerald, a novice rider, who gained 499 points out of 600.

soot in the cylinders. Produced wholesale, it could be sold for one third of the present petrol price, which is about 1s. 8d. a gallon, as there is a heavy duty on it for the upkeep of the roads.

Swiss motorist circles are taking great interest in this Stelzer-Brennstoff, which is expected to bring about some changes. For the present, it will not yet appear on the market. First all the possibilities of its manufacture must be tried out and patented.

Used Cars
See us when you wish to
Buy or Sell
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Phone: Central 4925

MODERN MACHINERY

That's why our repair service is better.

LANE, CRAWFORD'S
Ring C. 3193—Garage

ACCESSORIES

A big display of "Oxidite" and "Lucas" storage batteries suitable for all cars. Also accessories of all kinds for motorcars and cycles such as, Electric horns, bumpers, spark plugs, body polish, tyre patches, brakelinings, jacks, foot pumps, wrenches, &c., &c. All at exceptionally low prices. Call and inspect THE HONGKONG MOTOR ACCESSORY CO., Bank of Canton Building. Tel. C.677.

TRIPLEX (Non-splitterable)
Just arrived.

Safeguard your eyes whilst motoring, against accidents. Excellent English made frames, full protection, reasonable prices.

LAZARUS
THE OPTICIAN.

LIGHTS AT CROSSING.

A means to eliminate railroad crossing accidents in Michigan has been made public by Frank F. Rogers, state highway commissioner. The plan is to equip each crossing with flood lights so that at night approaching trains can easily be seen.

ACROSS AMERICA.

3,772 Miles in 76 Hours.

SALESMAN'S BUSINESS TRIP.

Finding it necessary for business reasons to drive his own car from Los Angeles to New York, a salesman set out with a friend in a Dodge Brothers' Victory Six, which had already covered 12,427 miles. Usually a good deal of preparation is made for such a run, but the business was urgent and they had to start without delay. They took turns at the wheel during the arduous run.

Up and down mountain roads, across deserts, through mud and rain and in city traffic with thrills and hair raising adventures thrown in, the pair carried on.

Forced off a mountain road in Arizona in a collision with an approaching car their car was damaged to the extent of a caved in body, broken windshield, bent front axle and steering gear, and damaged front brakes. Surveying their plight, the two men uninjured, agreed that the all steel two-walled body had saved their lives. The car proceeded under its own power to Kingman, Ariz., where a Dodge dealer effected emergency repairs without replacements and mainly with a sledge hammer.

This accident cost them three hours in time. In Kansas the drivers were again delayed by flooded roads and a 90 miles detour was necessary. At one time it rained so hard that they disconnected the fan to prevent it from throwing water over the engine. Stops were made six times en route for changing and replacing tyres.

Arrived at last in New York, the speedometer reading showed they had negotiated 3,772 miles at an average of 43 miles per hour; outrunning the fastest transcontinental trains by more than seven hours.

The companions speaking of the event later said: "We kept the accelerator down all the way and put our faith in the car. We owe our lives to the body construction of the Victory Six—in our opinion the finest car in America, regardless of price."

BY THE WAY

NEVER wear good gloves when testing the battery with a hydrometer or when filling it with water. Acid that splashes upon the leather quickly eats it to shreds and once it gets a start there is no stopping it until the whole glove is worthless.

IN the Queen's Race at Bulawayo, recently, W. S. Mitchell on his 346 c.c. Twin-Port New Hudson made the fastest time in his class and broke the record for the course.

"LISTEN," remarked the exasperated driver, over his shoulder, Lindbergh got to Paris without any advice from the back seat."

TO make a temporary repair to a broken petrol pipe, secure a potato, force one end of the pipe into the hole in the vegetable, to make a hole right through, being careful to take the potato out of the pipe. Then bring the broken ends of the pipe together and slide the potato over, making a sleeve of it. This tip will see you home.

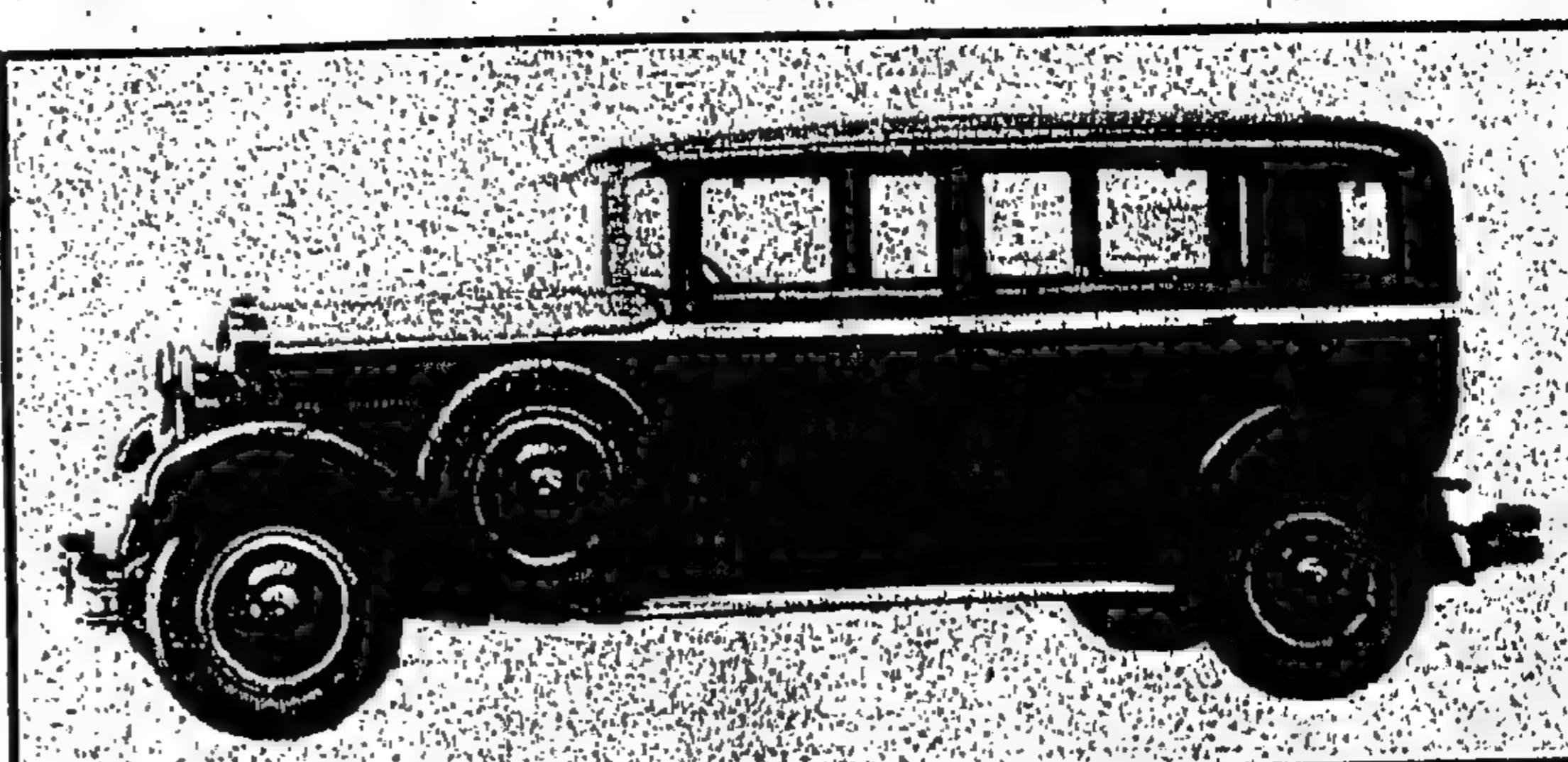
THROUGH a ruling by the South Carolina state supreme court, gasoline cannot be sold in that state on Sunday. This law grew out of the old Sunday "blue laws" of South Carolina.

"MY wife has run away with a man in my car!" "Good heavens! Not your new car?"

THE present automobile is 250 per cent. better than the motor car in vogue before the World War, according to W. L. Velle, Jr., vice president of the Velle Motor Corporation. Besides, he says, the present car of \$1,200 is as good as the car of 12 years ago costing \$4,000 or \$5,000.

A DIFFERENT kind of an automobile race is suggested by Ettore Bugatti, French motor car manufacturer. He suggests that a number of well known racing drivers be equipped with exactly the same type car and the winner will prove himself the best driver.

THE NEW BERLINA WEYMANN FIAT SALOON "521."



The above picture is of one of the new products of the famous Fiat Factory—the Berlina Weymann "521."

AUTOMATIC GEARS.

No Gear Lever Or Clutch.

INFINITE RATIOS.

[By a Motoring Correspondent.]

I recently drove what can honestly be described as "a dream car."

The exterior appearance of the car was that of a perfectly normal little "Gwynne 8," but the first thing that struck one on getting into the driving seat, was the absence of a clutch pedal and gear lever.

To start all one did was to press the accelerator pedal and the car accelerated smoothly and quickly, while to stop one simply pressed the brake pedal.

The car, in fact, had neither gear box nor clutch in the ordinary sense of the word, as it was fitted with the Robertson Automatic Variable Speed Gear, a British invention, which, in fact, abolishes all need for gear-changing and for the use of a clutch.

Briefly stated, the gear is a friction one, and is controlled by a governor. As the engine speed increases, the governor weights which are inside the engine flywheel, fly outwards, and through cams and a conical friction surface the gear ratio is altered in conformity with the speed of the engine.

The result is that an infinitely variable automatic gear is obtained. In addition an automatic

clutch connected with the governor puts the engine to neutral, when it is just turning over. To drive a car fitted with this gear is then simplicity itself. All one has to do to start is to press the accelerator pedal and the car glides away, the gear automatically going higher as the speed of the engine increases.

For those who cannot deal with the intricacies of the conventional gear box, a car fitted with this invention is therefore ideal, to mention nothing of the mechanical advantages.

"Joy Stick" Control.

I can hear, however, grumblies from the gear-box experts who like to change down, and who look upon correct gear manipulation as a relief to the general monotony of driving. Now, as a matter of fact, they need have no fear, as with this invention the manufacturers have thoughtfully provided a control, which they call the "joy stick," whereby it is possible to alter or hold the gear in any position desired. This is a simple lever, like an ordinary brake lever, and to lower the gear ratio the driver simply pulls it towards him, while to allow the engine to operate it automatically he pushes it away. He can, therefore, change down at any speed through an infinite number of ratios, either using his engine as a brake, or if he wants sustained and fierce acceleration up hill he can keep the gear down longer than the automatic gear would allow.

The result is that an infinitely variable automatic gear is obtained. In addition an automatic

little engine really amazing acceleration figures could be attained. The car would shoot away in traffic from far more powerful vehicles, no time being lost in gear changing.

It could be started away smoothly from a standstill on any gradient, and it was impossible to stall the engine, as directly it had got down to the idling speed the gear was automatically in neutral, or free. Again, when going downhill, the engine could be used as a brake by simply pulling back the joy stick, and this would hold the car on almost any gradient.

Friction Linings.

I cannot conceive how any car would live with an ordinary gear box when pitted against a similar engined vehicle with the R.A.V.S. gear in a race, however skilful the driver, as with the friction gear the speed of changing the infinite number of ratios is so much greater.

I was told that on the car concerned the friction linings had not been renewed for 30,000 miles, and even should wear take place the linings are easily replaced at a small cost. It is also stated that the R.A.V.S. gear is cheaper to make than an ordinary gear box and can be removed or fitted to the car in a few minutes.—Ex.

QUALITY REPAIRS

MODEST CHARGES



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NOTICE

TO

ADVERTISERS

All advertising to be inserted in this Motor Supplement, must be delivered not later than 2 p.m. on the Wednesday of the week of publication.

A NEW FORCE



IN COMMERCIAL TRANSPORTATION

FROM the day the new Ford truck was first introduced, men have talked of its fine appearance, of its remarkable features, of its evident rugged quality, of its low price...

THEY saw in the new Ford truck the means of hauling heavy loads long distances in a short time at a low cost.

THEY knew that the 40 horse-power engine would move large heavy loads with required speed. They were impressed with the lubricating system combining gravity, splash and oil pump; the simple and efficient ignition system, the water pump and the gravity fuel feed from the electrically welded gasoline tank built integral with the cowl.

THEY approved the heavy frame with five heavy cross members, the torque tube drive, the three-quarter floating rear axle, the four-wheel brakes, the selective sliding gear transmission, and the rigid new Ford steel-spoke truck wheels.

SIMILARLY, they recognized the fine practical design of the front spring suspension, developed especially for heavy loads and yet with the desired flexibility. (Houdaille hydraulic shock absorbers help materially to relieve the strain on rough roads) and the full sturdy cantilever spring on each side at the rear—an innovation in rear spring suspension on trucks.

IN going over its many interesting features you also will see that here is an entirely new Ford truck—new from radiator to tail-light. New in design. New in construction. New in everything which is summed up in the word "Performance."

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SHANGHAI.



"TOM JONES" A BIG SUCCESS.**COLOURFUL OPERA BY THE PHILHARMONIC SOCIETY.****FINELY PRODUCED.**

After a much shorter period for preparation than usual, the Hongkong Philharmonic Society staged its production of "Tom Jones," at the Theatre Royal last night and scored an unqualified success. A large audience witnessed the performance and saw what can confidently be described as one of the best pieces the Society has put on the boards. This is rendered all the more meritorious when it is remembered that whereas rehearsals usually commence in August, this year they were not started until nearly the middle of October, owing to the assistance that was given at the Grand Tattoo. This shortened period of training put a heavy burden on all concerned, but the high standard of the finished production amply repays them for their efforts.

In lavish settings of Old England, this comic opera was a happy choice, but it was by no means easy to produce. An attractive feature is the music which is very charming. The vocal numbers are delighted in their old-fashioned melody.

The scenery, which is more elaborate than the Society has ever put on before, reflects the greatest credit on those responsible, while the costumes and dresses make a strikingly colourful picture.

The chorus is, on the whole, good, and such defects as were apparent will no doubt be remedied in subsequent performances.

The Principals.

All the principal parts are acted in a manner which does the utmost credit to those taking the various roles. As in former years, Mr. A. J. J. Brock is well to the fore, this time appearing as a fine old English gentleman, Squire Western, of Somersetshire. Bluff and hearty with a British appetite for good ale, but possessed of a fiery temper when provoked, he gives an exceptionally fine rendering. He made a great hit with the song "On a January Morning" supported by the chorus, singing the words with an excellent Somersetshire accent.

The part of Squire Western's sister is taken by Mrs. L. C. F. Bellamy, who is delightful in her dignified frigidity. This role, which is by no means easy to play, is ably filled, for Mrs. Bellamy uses just the right degree of sharpness and puritanism to make her part realistic. Mrs. Bellamy also takes the part of Lady Bellatagon (a lady of quality) and kinswoman to Squire Western, which she performs with equal skill.

Mrs. A. M. Bowes-Smith as the Squire's daughter, Sophia, is the heroine. A good deal of real acting is required in the part, especially in one instance when her father is trying to force her to marry a man she does not love. In this dramatic scene she is at her best and does full justice to the part, while in the love-making episodes she skilfully reflects the correct degree of coyness, and shyness. As one would expect with such a popular local singer, she figures prominently in the vocal numbers, singing besides two solos, in a trio and a madrigal, as well as one song with the chorus. She was particularly good in the trio "Wisdom Says Festina Lente" and the solo "West Country Lad," which he sang extremely well.

Opposite her plays Mr. D. M. Richards as Tom Jones, a foundling with a fondness for the ladies until becoming acquainted with Sophia. As the much-sought-after hero who bears a reputation for breaking hearts, Mr. Richards enhances his part by the natural manner in which he acts. Sentimental in love but not afraid to use his fists (he knocks his rival down at one period) he fills a none too easy role in a polished manner. He appears in four of the vocal numbers, his first being the solo "West Country Lad," which he sang extremely well.

Tom Jones' rival, whom Squire Western wishes his daughter to marry against her will, is portrayed by Mr. E. G. Canniford as Blifil, the nephew of Mr. Alworthy, a Somersetshire Magistrate, and friend of the Squire. Blifil's somewhat heavy and dignified manner is ably maintained by Mr. Canniford who makes a success of the part.

Outstanding Success.

One of the outstanding principal ladies is undoubtedly Mrs. J. Hurst, who acts the part of Mistress Honour, maid to Sophia. With a winsome manner and a melodious voice, and part which enables her to provide a good deal of laughter, especially in co-operation with her sweetheart, Gregory (Mr. P. Hale), Mrs. Hurst

AIRCRAFT ON ROOFS.**STARTING AND LANDING PLACES.**

The more generally the aeroplane is used as a private means of transportation the greater becomes also the importance of the question of the starting and landing facilities that will have to be provided for it.

As far as the purposes of regular air traffic are concerned, the big aerodromes built for it are quite sufficient, although they suffer from the disadvantage of being usually located at considerable distances from the centres of the large towns and cities.

As soon, however, as it is desired to make more extensive use of the aeroplane for the purposes of business houses, hotels, police stations, etc., it becomes imperative to have the necessary starting and landing facilities situated in more convenient localities. There is, as a rule, no ground space available in the neighbourhood of the firms, etc., concerned; so that the only possibility of providing the right kind of facilities consists in making use of the roofs of some big blocks of suitably placed houses right in the centre of the town.

Dr. Eisenlohr, a Wurtemberg engineer, has made the following suggestion in connexion with the foregoing:

A starting and landing platform is to be erected on the roof of a block of houses about 400 metres square. It is to be constructed of steel plates which need not be particularly thick in order to be able to carry the weight of an average aeroplane.

It is to consist of a fixed centre about 120 metres square with which movable lateral platforms also about 120 metres long are to be joined, by means of hinges, on each of the four sides. The lateral platforms are to rest on supports capable of being raised or lowered by hydraulic power.

The idea underlying this construction is that, when an aeroplane wishes to land, one of the lateral platforms, i.e., the one facing the direction from which it arrives, will be lowered, whilst the opposite lateral platform will be raised so that the machine, upon landing, has to come down on two surfaces—both of which are sloping in an upward direction—separated by a plane of level ground. On the basis of the above measurements this would mean that a landing area having an approximate length of 200 metres could be utilized.

When the machine wants to take off, the opposite procedure would have to be adopted, i.e., the machine would have to start from the highest level.

The required braking effect could easily be obtained by raising or lowering the edges of the lateral platforms by about 3 to 4 metres. Their outside supports, therefore, would have to be provided with an unlimped movable length of from 7 to 8 metres, whilst the supports situated nearer to the centre would have to be correspondingly shorter. Technically, such a construction is by no means difficult to accomplish, because the blocks of houses that are here concerned are quite capable of supporting roof gardens, and the weight, etc., of the facilities situated on and at this stage of the match had the following analysis:

O. M. R. W.
7 4 7 3

Ryder and Nohling then became associated and took the score to 163 at the tea interval, Ryder then being 4 not out and Nohling 6 not out.

Further disaster befel Australia immediately after tea, when the attendance had increased to 40,000. Ryder and Nohling had advanced the total to 171, when

Geary in Great Form.

Geary had been bowling in great form. He was practically unplayable and at this stage of the match had the following analysis:

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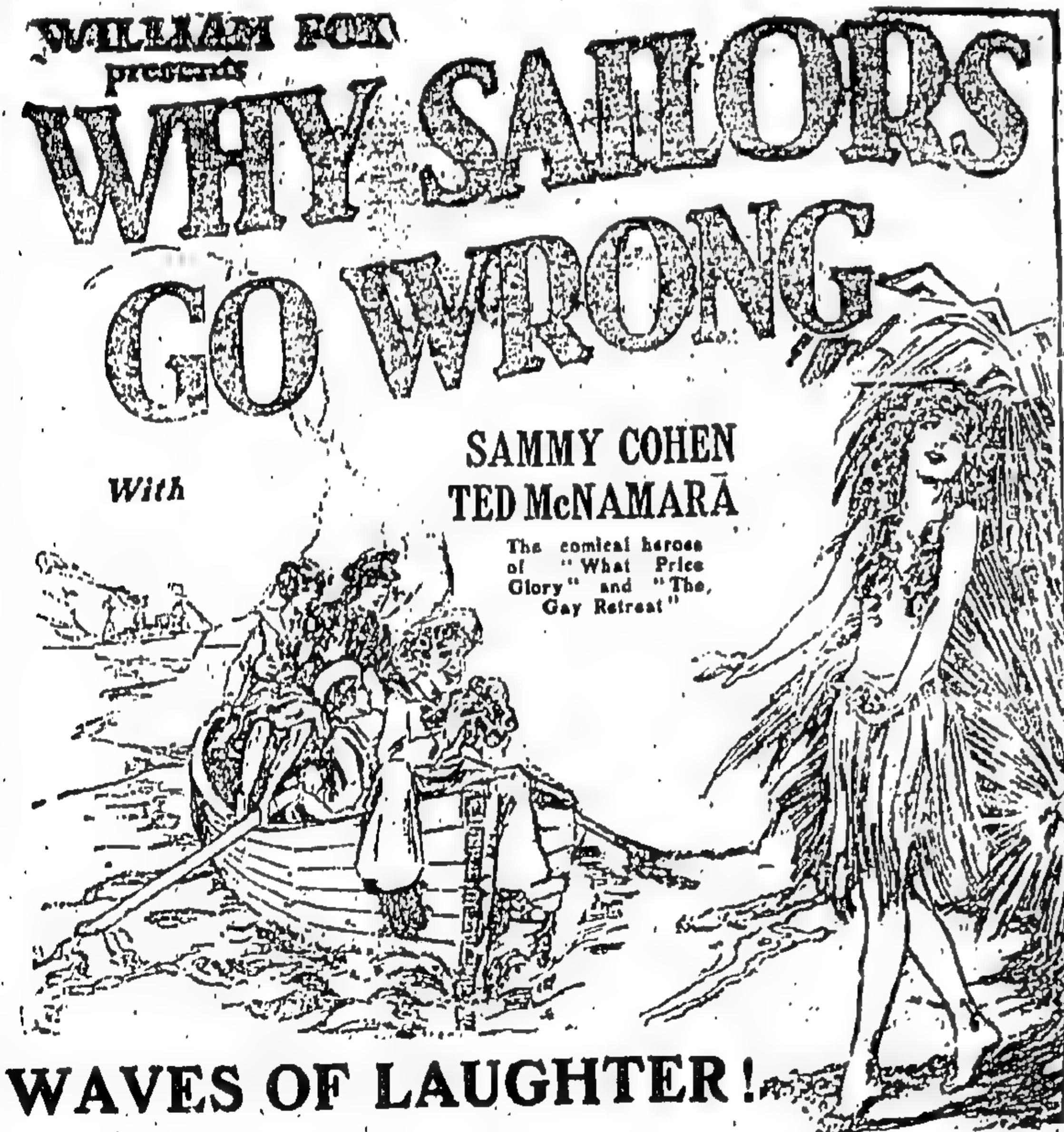
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SHOWING AGAIN AT THE

QUEEN'S Tuesday Only

At 2.30, 5.10, 7.15 and 9.20.

SIR W. HORWOOD'S NEW
WORK.

DIRECTOR OF MOTOR TRACK
COMPANY.

London, Nov. 17.

Sir William Horwood, late Commissioner of Police, is to be a member of the Board of Directors of the new motor track and aerodrome company at Portsdown, near Brighton.

The name of the company is the National Road Racing Track and Aerodrome (Brighton), Limited, and the directors, in addition to Sir William Horwood, are Col. H. W. Burton, M.P., Sir Thomas Watts, M.P., Mr. C. Laurence

Clayton, and Mr. William J. Pulford.

The object of the company is to establish a track for racing and testing motor cars and motor cycles under road conditions, together with an aerodrome, and a National Road Racing Club, and among those who have promised to serve on the committee of the Racing Club are Viscount Curzon, M.P., Lieut.-Col. J. T. C. Moore-Brabazon, M.P., Sir Walter de Frece and Mr. Harry Preston. A flying school equipped with the latest type of aircraft will be maintained at the aerodrome.

This six-mile motor-car speed-track was first mooted about two years ago, and when it was suggested that it should be built amid the valleys and hills of the South

Downs, near Brighton, a violent controversy arose.

There were many opponents of the scheme, principally on the ground that the beauty of the Downs would be marred by the presence of a racing-track, and the Portsdown Urban Council requested the Brighton Town Council to reconsider the advisability of letting any land on the Downs for such a purpose; but, finally, last July, the Brighton Council adopted the scheme to lease about four hundred acres of Downland south of Devil's Dyke, it being held that Brighton must move with the times and do everything it could to attract visitors.

The supporters of the scheme, which, as stated, includes the provision of an aerodrome, said they

would do all they could to prevent the Downs being disfigured. Every device of modern art in camouflage would be used; buildings would be made to merge into backgrounds; and the track itself would not be of concrete, but of a less conspicuous material.

It is expected that the track will be bigger than Brooklands, which is five and a quarter miles round.

LOCAL HOCKEY.

TEAM TO PLAY AT CANTON ON SUNDAY.

Members of the Hongkong Hockey Club are paying a visit to Canton this week end, leaving by the Kinsan at 10 p.m. today. The Hongkong team to meet one representative of Shantien tomorrow will be W. K. Tait, W. Woodward, D. Lyon, H. R. Remington, A. A. Daud (captain), L. A. R. Duncan, J. H. Plummer, F. E. G. Munn, E. D. Lawrence, T. J. Price and G. E. R. Divett.

The first eleven of the Club will meet the Navy in their usual weekly fixture on the U. S. R. C. ground at 4.45 p.m. on Wednesday, when the team will consist of W. K. Tait, O. E. C. Marion, D. Lyon, A. A. Daud (captain), E. J. R. Mitchell, J. E. Norona, J. H. Plummer, H. Owen Hughes, E. D. Lawrence, G. C. Francis and G. E. R. Divett.

On Monday at 4.45 the second team

will oppose the K.O.S.B. second eleven at King's Park, the Club team being W. K. Tait, J. E. Henry, R. R. Todd, L. A. R. Duncan, Major J. P. S. Greig (captain), Rev. N. Evans, T. Whitley, W. Woodward, T. J. Price, W. A. Newers and E. C. Fincher.

The "A" team to meet the University second at King's Park at 4.45 p.m. next Friday will consist of H. W. Sapsea, R. E. Robinson, G. Rankin, E. R. West, A. C. Howell, A. J. W. Ashby, A. A. R. Botelho, H. V. Parker, R. D. Beaumont, J. W. Shewan, G. R. Vallack and F. E. G. Munn (captain).

Ladies' Team v. St. Andrew's.

The following ladies have been chosen to represent the Hongkong Ladies' Hockey Club in a match against the St. Andrew's Young Men's Club at King's Park today at 3.30.—

Mrs. H. Bird, B. Luting, M. Wallace, E. O'Hagan, B. R. Bell, B. Taylor, J. C. Bell, N. Mc. Neill, D. Stanton, M. Hartman and Mrs. M. J. Jarvis.

K.I.T.C. Defeat University "A."

The K.I.T.C. entertained the University "A" team on the Marlin ground yesterday afternoon, and defeated them by 4 goals to 2.

In the first half the University was leading by 2 goals to nil. In the second half the University failed to score, while the Indians succeeded in scoring four times. Ahmed Khan was responsible for 3 goals and Nur Khan for one.

The game was throughout maintained at a very fast pace, with the University goalie doing Trojan work.

SIR AUSTEN ON HIS FUTURE.

NEVER PRIME MINISTER.

Toronto, Nov. 7.—Sir Austen Chamberlain was asked on his arrival at Toronto from Winnipeg this morning his opinion of the United States Presidential election.

He refused to make any comment beyond expressing his personal good wishes to Mr. Hoover, the successful candidate, and his hopes for a happy tenure of office.

"I really do not wish to be interviewed," he said. "As a matter of fact, I think I have achieved something of a record in this connection. Has any other Britisher spent three weeks in the United States without being interviewed?"

In reply to the suggestion that it was generally believed he might some day be Prime Minister of Britain, Sir Austen replied with a smile, "No, no, never," adding: "I shall remain Foreign Minister. You may write that down."

"Such a Jolly Trip."

Lady Chamberlain displayed much interest in the Presidential election. She did not believe, however, that the women's vote was responsible for the Hoover landslide.

"They are not taking so much interest in the vote," was her opinion. "Had it been in England, yes."

Sir Austen and Lady Chamberlain are staying with the Lieutenant-Governor of Ontario, Mr. W. D. Ross, at Government House. Among other visitors are Sir William and Lady Clark.

Before leaving for Ottawa a visit will be paid to Niagara Falls. From Ottawa they go to Montreal before going to Quebec to take ship for home.

"We are having such a jolly trip," said Sir Austen. "I wish it could be prolonged."

Friendship With "L.G."

An honorary degree was to-day conferred on Sir Austen at the University of Toronto. In an interview Sir Austen said he had never regretted his refusal to desert Mr. Lloyd George for the Bonar Law Ministry. "It would," he declared, "have been an act of personal disloyalty."

"My present relations with Mr. Lloyd George are most cordial," he continued. "That is one of the nice things about British politics. You can fight a man and still enjoy his friendship."

He expects to stop right back into harness when he reaches England.

would do all they could to prevent the Downs being disfigured. Every device of modern art in camouflage would be used; buildings would be made to merge into backgrounds; and the track itself would not be of concrete, but of a less conspicuous material.

It is expected that the track will be bigger than Brooklands, which is five and a quarter miles round.

Washington, Dec. 14.

The special committee of the Pan-American Conference appointed to deal with the Bolivia-Paraguay dispute has recommended that all American republics participating in the conference be called on to exercise their influence to smooth over the differences of the two countries.

Reuter's American Service.

"TOM JONES" A BIG SUCCESS.

(Continued from Page 6.)

scored one of the biggest successes of the evening and was loudly applauded. She was included in five vocal items, and her solo, "all the Maids," was very warmly received.

Rounds of laughter and applause were accorded to Mr. Oscar Enger, who was extremely funny in the role of Benjamin Partridge, a village barber. He first appeared on the scene in the second act and amused the audience with his many qualifications for performing any kind of work, after which he was unfortunate enough to tread on Squire Western's gouty foot and get the benefit of his fiery temper. In both the second and third acts, Mr. Enger is seen a good deal, always provoking the greatest mirth, and the audience last night was not slow to show their appreciation of his gay chatter. He is just the man for the part.

Mention must also be made of Squire Western's three servants, Gregory, Grizzle and Dobbin, who also provided a good deal of fun.

These parts were taken by Mr. P. Hale, Mr. R. D. Thomas and Mr. R. Dorner respectively. Mr. Hale was the chief of the three and gave a typical study of a Somersetshire countryman. He was particularly good when acting in co-operation with Honour, his sweet-heart. These four, together with Betty (Miss E. D. G. Aris) and Peter (Miss D. M. Richards) made a big success of the ensemble "The Burley Mow" which they sang in tuneful harmony.

Although a great deal is not known of Mr. E. Hanlon, as Mr. Allworthy, while he is on the stage his manner is in keeping with the part and he performs faultlessly. He is heard to good effect in the madrigal "Here's a Paradox for Lovers" in which he is associated with three others.

Other Parts.

Minor leading parts are ably taken by Mr. H. G. Annis (Squire Cloddy), Mr. T. J. Magill (Pimlico), and Mr. A. A. Lewis (Tony), friends of Squire Western. Mr. H. V. Parker appears as an old-time British Army officer with soldiers while Mr. F. S. W. Smith and Mr. R. W. Sapsea make a brief appearance as highwaymen.

Others in the cast, all of whom take smaller parts with success, are Mr. A. T. Bates (Post Boy), Mr. G. W. R. Griggs (Waiter), Mr. H. V. Parker (Colonel Hamptson) and Mr. C. Bennett (Colonel Wilcox).

The following ladies also add their quota to the general success of the show:—Mrs. E. Larmour (Bloss, maid to Lady Bellaston), Mrs. J. Hollidge (hostess of the inn at Upton), Miss F. E. Dunn (Bessie Wisecarver), Miss R. Cole (Letitia Wheatecroft, a friend of Sophia), and Miss M. J. Stewart (Rosie Lucas). In addition to taking the role of Betty, Miss Aris also acts as Susan, a serving maid at the Upton Inn.

Three dances, a gavotte, a jig and a morris dance, arranged by Miss Daisy O'Keefe, are included in the production, all of which were well performed. Those taking part were:

CANTON BILLIARDS.

WIN FOR CLUB LUSITANO.

The Club Lusitano defeated the Canton Masonic Club by 329 points in the Inter-Club Billiards Tournament for the Masonic Cup.

The most sensational game was that between F. M. Ozorio and F. Stormes, in which the former scored 250 in 40 minutes to the latter's 110. Ozorio made breaks of 63 and 41 and ended up with an unfinished break of 29. The scores were:

Club Lusitano

F. M. Ozorio	250
A. E. Osmund	250
D. A. Alonso	250
S. S. Sequira	250
H. J. Prata	250

1,250

Canton Masonic Club

F. Stormes	110
C. E. Watson	208
G. T. Underhill	105
J. Mahood	220
G. A. Clements	188

21

With only one more match to play between the Club Lusitano and the Canton Club, the former appear almost certain winners of the cup again this year. They won it in 1927.

The present standing is as follows:

Played Scored	
Canton Masonic Club	4 3,726
Club Lusitano	3 3,694
Canton Club	8 3,412

Our Own Correspondent.

Played Scored

Canton Masonic Club	4 3,726
Club Lusitano	3 3,694
Canton Club	8 3,412

23 and 22 in his fourth frame.

On Monday, at 9 p.m. Du Luz will play F. Jones for the third prize of the tournament; and on Wednesday, also at 9 p.m., A. J. Osmund will meet Silva in the final, with the distribution of prizes to follow.

On Monday, at 9 p.m. Du Luz will play F. Jones for the third prize of the tournament; and on Wednesday, also at 9 p.m., A. J. Osmund will meet Silva in the final, with the distribution of prizes to follow.

The Chorus.

The chorus consists of Madamea H. W. M. Harrison, G. V. Thomas, P. W. Pankhurst, R. C. Dean, H. L. Mather, J. R. Penney, J. H. Johnston, D. W. Beamish, H. Balcon, A. E. Greenway, W. N. H. Murdoch, S. A. Jonston, J. N. Owen, E. Larmour, D. M. Goodall, T. J. Magill, R. J. Way, and T. W. Carr, Misses M. A. George, M. Bird, M. S. Scott, B. Ilott, D. Smith, and K. Murphy, and Messrs. M. R. Bell, J. Barnett, P. F. Robinson, W. McEvoy, R. Blacklock, C. W. L. Cole, J. R. Pengelly, T. B. Smith, A. Bullock, S. A. Johnston, D. Traford, A. E. Russell, R. S. Spenceleigh, V. G. Thomas, R. W. Sapsead, H. J. Fountain, A. T. Bates, O. B. Raven, and F. W. Dunn.

The Orchestra.

The Orchestra, which performs under Mr. W. H. Fitz-Earle, A.R.C.M., is composed of the following: Musician A. McKenna (flute), Musician W. Robinson (oboe), Band-Sergt. G. Ware and Cpl. H. Stoket (clarinets), Musician W. Needham (bassoon), Cpl. C. Perkins and Musician A. Robinson (French horn), Musician A. Latimer and Musician A. Andrews (trumpets), Musician G. Wharfe (trombone), Musician W. Sergeant (timpans and drums), Miss J. Braga, Miss R. Judah and Misses H. Choi, J. L. Alves, H. C.

DRUNKEN MOTORIST'S ESCAPE.

FOUR KILLED IN CARINTHIA

Vienna, Nov. 8.—An intoxicated manufacturer in Carinthia, notorious for "scratching," drove his car into a motorcycle and killed four persons. In court he was sentenced to one and a half years' imprisonment. When he heard the sentence he rushed to the judge's table, clasped the Crucifix, and exclaimed, "No, no, it's not true! I won't go to prison! My God, my God! What is to become of me?"

When guards tried to seize him he wrangled himself free, hurried to the window, and tried to throw himself out. But a guard caught him when he was halfway through. In the struggle the manufacturer's watch broke from its chain, fell into the streets below, and hit a boy of four who was passing with his mother. So badly was the child injured that he had to be taken to the hospital.

Leong and J. Malvern (violins); Mr. H. Taylor (viola), Mr. N. U. Botelho (cello) and Mr. P. N. Sequira (bass). The honorary accompanist is Mrs.

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C.I.D. CHIEF ON HIS RESIGNATION.

"THREE MONTH'S MUD SLINGING AGAINST POLICE."

HOLIDAY, THEN A JOB.

Sir Wyndham Childs, Assistant Commissioner of Police and head of the Criminal Investigation Department of Scotland Yard, has issued a denial of statements which have appeared concerning his resignation.

Since Sir Wyndham left Scotland Yard there has been much speculation as to his reasons for following his chief, Sir William Horwood, into retirement. It has been hinted that there have been serious differences of opinion with the Home Office.

In the House of Commons the Home Secretary stated that Sir Wyndham had given him no reason for his resignation, but he assured the House that it had nothing to do with any inquiry into the affairs of the Criminal Investigation Department. He added that they were all aware that Sir Wyndham had been feeling the strain of his heavy and responsible post.

"The Rest is Silence."

A Press representative found Sir Wyndham in the raftered barn which serves as garage to his country house. Clad in plus fours and a leather motor coat, he was bending over the open bonnet of his car.

He straightened himself up—a young man in appearance for his 52 years—and smilingly exhibited his greasy hands.

"I know what you have come about," he said.

"Well, I have nothing to say about my reasons for leaving Scotland Yard. I said that when my retirement was announced, and I say so again now. Nor shall I say anything about it at any future date.

"Dead Tired."

"The Home Secretary has said, 'We are aware that he has been feeling the heavy strain and responsibility of the post.'

"I certainly have felt the strain. I admit that I am tired—dead tired—for the last three months at Scotland Yard, with all the accusations and mud-slinging against the police, have been hell. But I don't want the world to think that I am a sort of broken-down invalid, for I have still plenty of physical strength left."

"What I resent is the apparent desire on the part of certain sections of the Press to make a mystery of my resignation where there is no mystery."

"I am sick of the whole business, and the sooner it is forgotten the better."

"I Must Have Work."

Sir Wyndham lit a cigarette from a case of gold, which bore the inscription:

From the officers and men of the Criminal Investigation Department, as a mark of high esteem and appreciation of his administration as Assistant Commissioner of Police during seven happy years.

Asked about his plans for the future, Sir Wyndham said: "I am going to have a good holiday—some shooting—and then I shall look round for a job. I must have work of some kind."

BISHOP ON 'VARSITY DRINKING.'

"STILL A SERIOUS NEED OF IMPROVEMENT."

Cambridge, Nov. 1. Cambridge is mildly annoyed over an attack which a distinguished Bishop has made on the University.

At a united temperance demonstration held at Cambridge to-day Bishop Price, formerly Bishop of Fulden, Japan, and now Archdeacon of Ely, asked the question:

"Does a college feast tend to strengthen public opinion in the direction of temperance?" He did not mean, he said, that a college feast was a bout of drinking, but he simply raised the question in his own mind. He wondered what the waiters, for instance, and others thought of what went on.

He was told that there was not such a loose rein on undergraduates' drinking now as there was forty or fifty years ago, but there was still a serious need of improvement.

The problem exciting the university is whether the Bishop was referring to undergraduate affairs, such as "bump" suppers or to the college feasts proper.

These feasts are held regularly, and are attended mainly by clergymen. It is considered the correct thing to taste the college port, but there is no compulsion about drinking.

Leading university officials today expressed the opinion that the Bishop had overstated the case, and there was nothing to worry about.

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MONDAY, 24th December 1928. Christmas Eve Special Dinner Dance (8 p.m. to 12 midnight)
WEDNESDAY, 26th December 1928. Boxing Night Carnival (8 p.m. to 1 a.m.)
MONDAY, 31st December 1928. New Year's Eve Special Dinner Dance (8 p.m. to 12 midnight)

REPULSE BAY HOTEL

MONDAY, 24th December 1928. Christmas Eve Carnival (8.30 p.m. to 1 a.m.)
MONDAY, 31st December 1928. New Year's Eve Carnival (8.30 p.m. to 1 a.m.)
TUESDAY, 1st January 1929. Special Tiffin (Orchestra 1 p.m. to 2.30 p.m.)
Tea Dance (4.30 p.m. to 6.30 p.m.)

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after Christmas Eve Carnival and New Year's Eve Carnival
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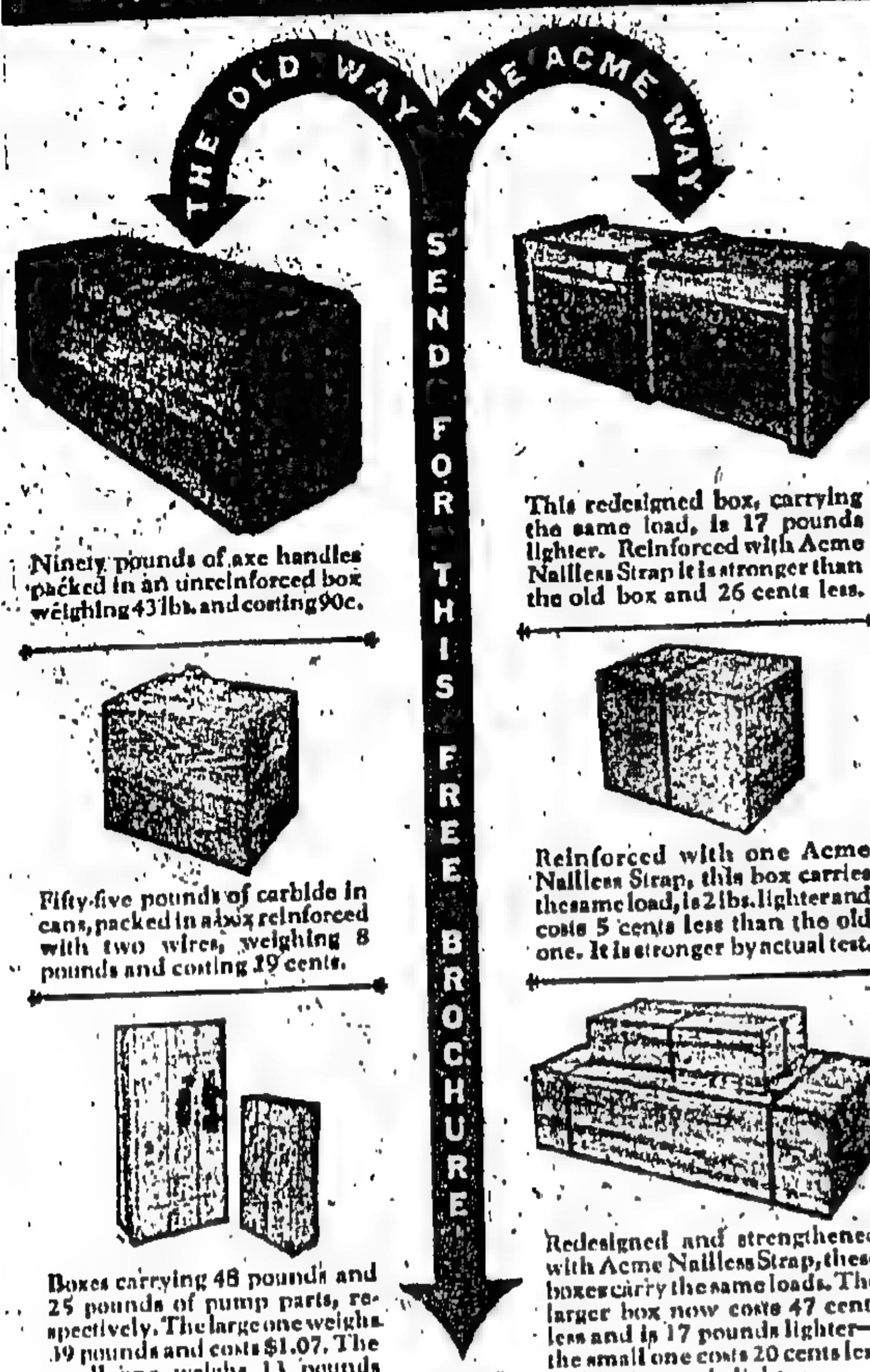
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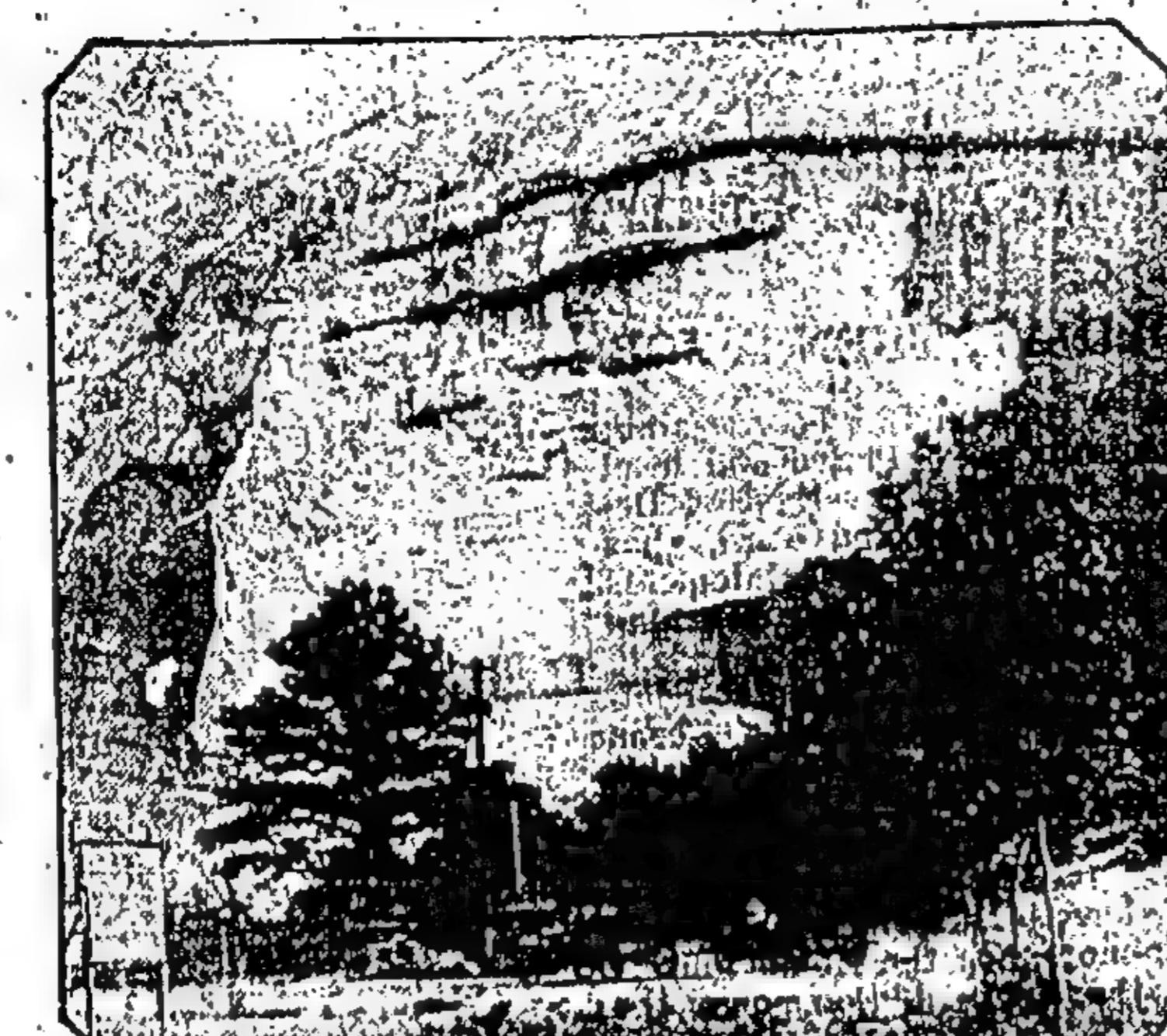
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A COLOSSAL FAILURE.



"The most colossal failure in history . . . a mutilated imperfection that cannot be rectified!" is how Samuel H. Venable, one of the principal owners of Stone Mountain, in Georgia, describes the Confederate memorial shown in the upper photo as it appears to-day. At the bottom are the designer and sculptor.

WONDERS OF £700,000 LONDON CINEMA.

THE NEW EMPIRE OPENED.

Built at a cost of £700,000, the New Empire, Leicester-square, which was formally opened on Nov. 8, is one of the largest and most beautiful picture theatres in the world.

It contains 3,500 seats and is to inaugurate London's lowest picture prices. The highest priced seat in the evening will be 3s. 6d. but in the earlier part of the day the admission prices will be 2s. 4d. and 1s. 6d.

Harry Portman, who is in control of the New Empire, says that similarly low prices of admission have been successful in the Metro Theatre in America, and at the Gaumont Palace in Paris, which he also controls.

The tea-room of the New Empire is 108ft. long and 33ft. wide, the whole floor being covered by a one-piece carpet, which had to be specially made in Czechoslovakia, there being no looms of sufficient size in this country.

Iced Drinking Water.

There is a ladies' boudoir finished in green and gold, a ladies' cosmetics room in ivory and gold, and a men's smoking lounge.

The organ weighs 28 tons, and the orchestral platform can be raised and lowered as required.

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tions can be undertaken.

Among the luxurious innovations are two fountains supplying iced drinking water, and the ivory marble staircase in the entrance hall, which also contains some beautiful walnut panelling.

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HOOVER AND THE FUTURE.

MORAL OF THE U.S. ELECTION.

DEFEAT OF THE "WETS."

Hoover's election is a token of the strength of popular feeling behind the Kellogg Treaties, and the general desire for understanding and friendship with Britain. It means accelerated industrial activity (Wall Street is already showing the magical effect it has had on business) and trade aggressiveness, and it puts a new emphasis on Prohibition.

The nation is elated. For the defeated candidate there is only kindly sympathy. He is a fine character, led by politicians sadly to overestimate his destiny. The polling was in reality a mere form, officially attesting what thoughtful observers had long known.

The records of the candidates, plus Prohibition and the introduction of the religious issue, inevitably predetermined Hoover's election. But the singleness of purpose evidenced by America's thinking citizens—not a hundred per cent. of the electorate by any means—is splendidly encouraging.

The magnitude of the victory is unprecedented; sectionalism has been eliminated for the first time since the Civil War, and the fact that the triumph is complete in both legislative branches is prophetic of good teamwork in the immediate future.

The personalities of the candidates, Prohibition, religious intolerance, the gaunt spectre of unemployment, which American economists declare inexcusable today in any nation except Russia and China—all these help to explain the phenomenon. The fact that Hoover carried practically every part of the nation so overwhelmingly is evidence of the popular belief that he will give the nation a non-political, progressive, and economical Administration, assuring at least four years' continuation of that "Prosperity" which stood at zero at the end of the War, improved a little under the weak Harding, and consolidated under Coolidge, largely through the genius of Hoover and Mellon.

Socialists Overwhelmed.

Friends of Britain have been greatly cheered by the situation in the Senate, where the Republicans will have 55 seats against the Democratic 39, a Republican gain of 7. This potentially assures the ratification of the Kellogg Treaties, which, had the Democrats won a majority in the Senate, would have been bitterly opposed in revenge for the Republican action against Wilson's Versailles Treaty. Fortunately for world peace, the Treaties will come up before the Republican majority is weakened by factional quarrels, which history seems to show is inevitable. But the defeat of Houghton, the late Ambassador to Britain, loses the Treaty one good friend.

The violent activities of the former-labourists was apparently vocal; for they gained only one Senator. The Socialists met general defeat, even Victor Berger, Wisconsin's celebrated "Red," sinking without a trace. This is as significant, as the nation's unquestioned endorsement of Prohibition. Nearly every "Wet" was defeated, including Reed of Missouri, who became internationally famous during the League of Nations fight, several outstanding Senatorial figures, and many noteworthy Congressmen, whose only sin is "Wetness." Thus the ballot sufficiently indicates the desire to continue what Hoover calls the "Noble Experiment."

Broadway Starred.

The mere endorsement of Smith apparently closed half a dozen notable or promising political careers. The situation of the "Wet" Democrats in Congress becomes amusing to onlookers, however tragic to themselves. Already the women of Texas, for instance, declaring an "Open Season" for "Wet" statesmen, have gone after Senator Sheppard, because, though a teetotaler, he supported Smith. Obviously the women, plus probably the large majority of men, are determined on a really "Dry" nation. How this can be achieved is not so clear, though tales in the British newspapers of the American liquor situation are frequently absurd. There are many violations of the law, certainly, but a nation of 100,000,000 as certainly contains a proportion with an alcoholic craving of long standing.

Bootleggers' hearts would have bled had Smith been elected, for they adore that constitutional amendment which makes liquor preciously illicit. They now show a new determination to "get theirs" before 1930. Mellon, under whom enforcement comes, smiles wisely. Enforcement officers, happily, oil their automatic weapons. Broadway is grim and starless.

Summarised, the probabilities of the situation are these:—Thoughtful encouragement of international friendships, with special sympathy

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MODEL FOUR-TWENTY
Orthophonic Victrola. Classical English design. Vertical filing compartment.

MODEL FOUR-THIRTEEN
Smaller but very desirable Orthophonic Victrola. Unique design.

MODEL FOUR-FORTY
The Orthophonic Victrola in a charming console cabinet of Spanish design.

MODEL TEN-THIRTY-FIVE
Automatic Orthophonic Victrola. Plays a continuous program while you are occupied in your chair. Magazine holds 16 records at one time. Beautifully designed cabinet.

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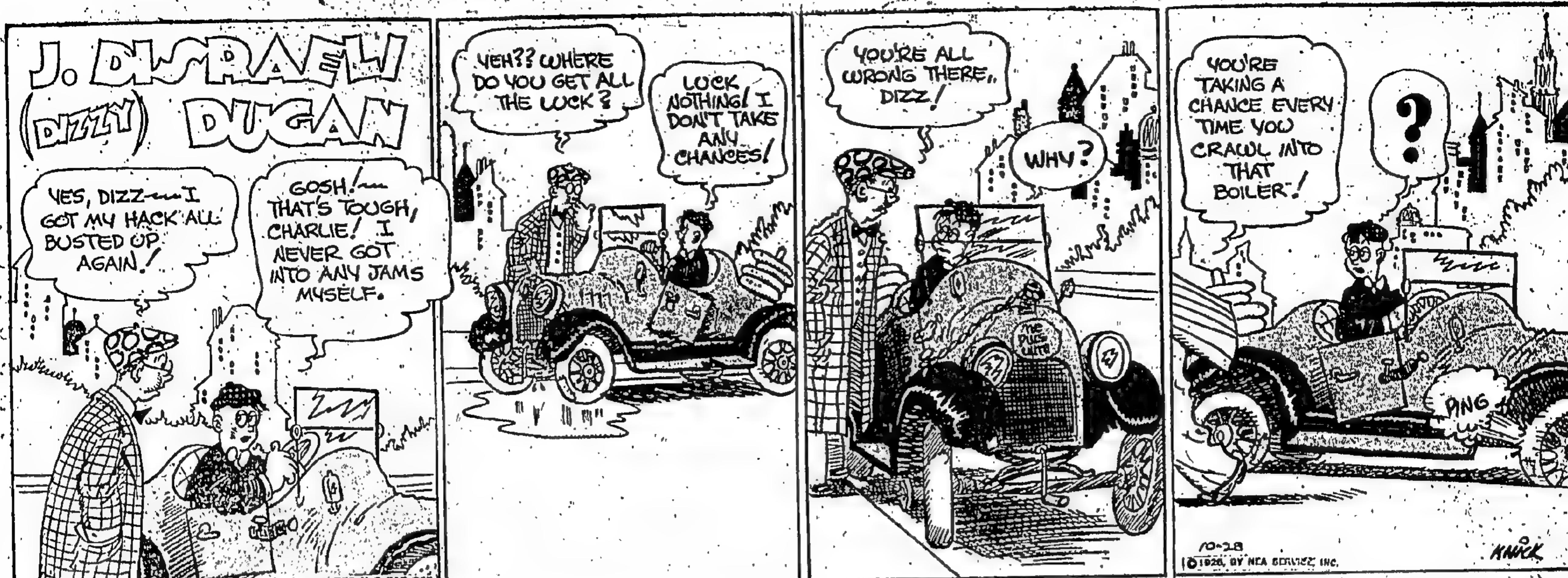
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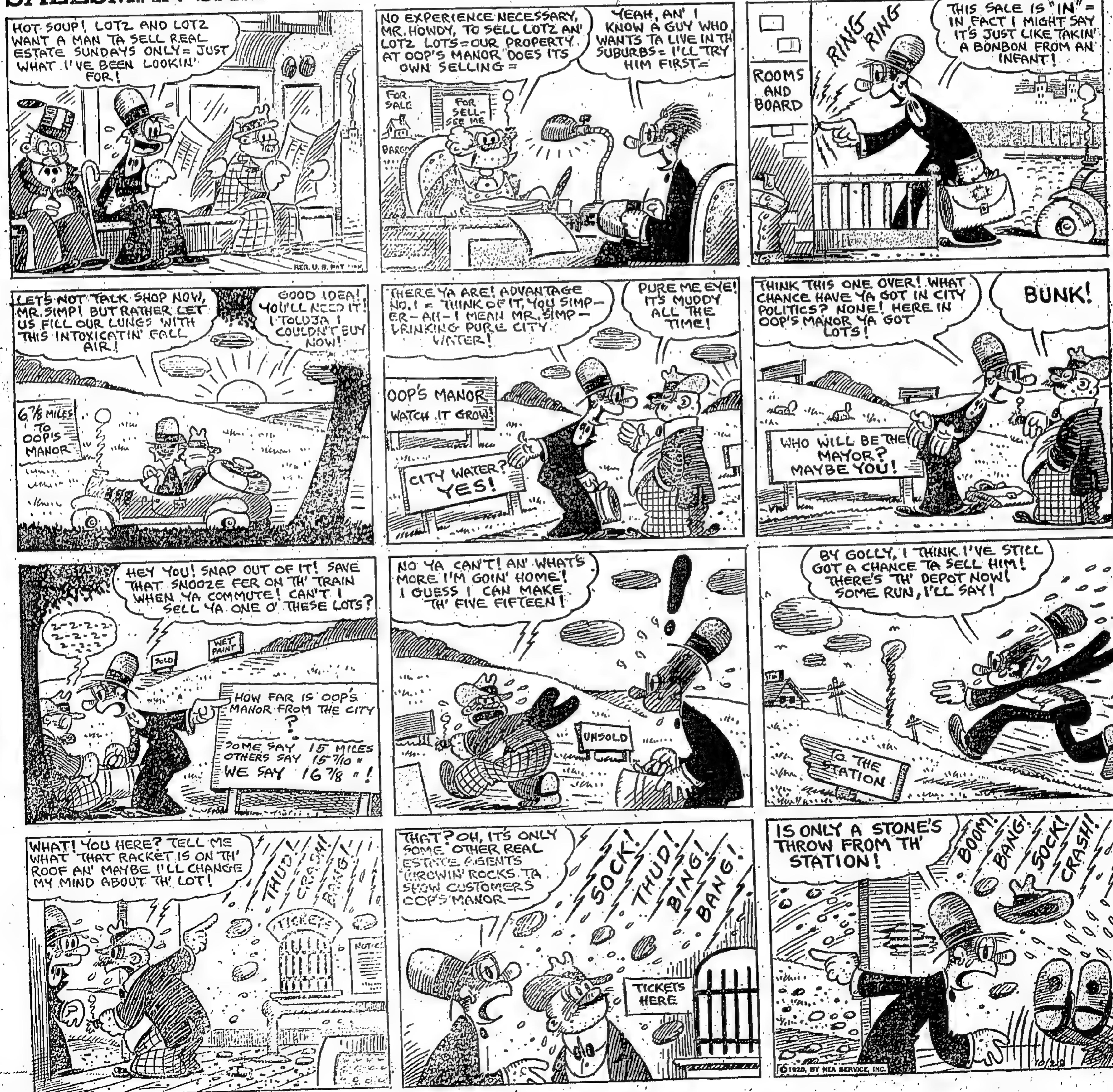


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TO MOJI & KOBE	{ Suisang	Wed. 19th Dec at 7 a.m.
TO OSAKA via AMOY, SHANGHAI, MOJI & KOBE	{ Numgang	Sun. 23rd Dec at 7 a.m.
TO STRAITS & CALCUTTA	{ Hosang Nameang	Wed. 26th Dec at 7 a.m.
TO SANDAKAN	{ Hinsang Mausang	Satur. 22nd Dec at noon.
TO CANTON	{ Waishing	Sun. 30th Dec at 7 a.m.
TO TIENTSIN	{ Cheongshing	Tues. 18th Dec at 3 p.m.
		Satur. 5th Jan at 3 p.m.
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		Fri. 11th Jan at noon.
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HONGKONG-MACAO LINE.

FROM HONGKONG. FROM MACAO.

8.00 a.m. "SUI AN" from Wing Lok Wharf. 8.00 a.m. "WING ON" (Sundays Excepted)

2.00 p.m. "WING ON" from Wing Lok Wharf. 2.00 p.m. "SUI AN" (Sundays Excepted)

EXCURSION TO MACAO.

ON SUNDAY, THE 16TH DECEMBER.

S. S. "SUI AN"

Will depart from the Company's Wing Lok Wharf at 9.00 a.m. and from Macao at 4.00 p.m.

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GLEN LINE.

From Hongkong to London £22.

TO LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Steamship "GLENIFFER" (Via Oran) ... 9th Jan
Steamship "GLENJANE" (Via Oran) ... 6th Feb.
Steamship "CARDIGANSHIRE" (Via Oran) ... 6th Mar.
Steamship "GLENGLASSARY" (Via Oran) ... 3rd Apr.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "GLENSHIRE" ... 31st Dec.
Motor Vessel "GLENGLIE" ... 7th Jan.
Steamship "CARDIGANSHIRE" ... 21st Jan.
Motor Vessel "GLENAMOY" ... 11th Feb.
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AGENTS: THE GLEN LINE, LTD.

GENERAL DAWES.

THE COAL CRISIS.

TO BECOME HEAD OF BIG NEW COMBINE.

Chicago, Dec. 14.

When he retires from the Vice-Presidency on March 4, General Dawes will become chairman of the Combined Central Trust Company and Bank of America, which have been merged, with total assets of \$160,000,000.

The new bank will retain the name of the Central Trust Company, with which General Dawes has long been identified.—Reuters' American Service.

SAFEGUARDING.

IRON AND STEEL TRADES AND THE LABOUR PARTY.

London, Dec. 14.

At the request of the Iron and Steel Trade Confederation, a meeting between its executive committee and the executive committee of the Labour Party will be held shortly to consider a proposal for an official and impartial inquiry into the desirability of a measure of safeguarding for those industries.—British Wireless.

A BY-ELECTION.

TO FOLLOW APPOINTMENT OF NEW JUDGE.

London, Dec. 14.

The appointment of Sir Malcolm Macnaghten to be a King's Bench Judge in the room of the late Mr. Justice Salter, necessitates a by-election in the city and County of Londonderry, which, since 1922, Sir M. Macnaghten has represented in the House of Commons.—British Wireless.

LETTER GOLF SOLUTION.

Here is the solution to the puzzle on another page.

HEAT, HEAL, HELL, HALL,
HALE, HAVE, WAVE,

MIRTH AND MUSIC.

ST. JOSEPH'S COLLEGE ENTERTAINMENT.

CHAMBER OF COMMERCE.

(Continued from Page 2.)

An excellent programme consisting of music and individual comic efforts was presented yesterday to a gathering of several hundred past pupils of St. Joseph's College.

The concert represented one of the many activities which the old Boys' Association has planned for the next few months. The annual reunion dinner, it is understood, is now occupying the attention of the committee, and if all goes well will be held next month.

Of the concert, two outstanding comic items were the efforts of Mr. R. M. Omar and Mr. M. F. Baptista, the dialogue of the former provoking roars of laughter.

Mr. J. Braga's efforts on the violin were most enjoyable, and well deserved the applause which the audience accorded. Master F. Abraham also entertained with two clever violin pieces.

The Aloha Serenaders, with their twelve instruments, provided some excellent music during the second half of the programme. This band of artists have done well wherever they have appeared. To the large audience which heard them yesterday, the music was as charming as could be. The Serenaders, by their masterly handling of the instruments, literally "bring the house down."

AN INVESTMENT TRUST.

HUGE COMBINATION FORMED IN AMERICA.

New York, Dec. 14.

The formation is officially announced of a Standard Industries Incorporated Combination Investment Trust, and a holding company, with a capital of \$100,000,000 of which it is understood \$70,000,000 will be offered to the public.

Investments will probably be made in companies conducting fundamentally related business producing and distributing trademarked articles, or standard commodities capable of wide use.

The directorate includes the Vice-Chairman of the British-American Tobacco Company, the President of the Canadian Life Insurance Company, and several well-known bankers and metal industry executives.—Reuters' American Service.

OPIUM TRAFFIC.

APPOINTMENTS TO LEAGUE OF NATIONS BOARD.

Lugano, Dec. 14.

The League Council has appointed Mr. L. A. Lyall (Britain) Mr. May (United States), Mr. Niyajima (Japan) and Sir Basanta Mullick (India) to be members of the Permanent Central Board on Opium Traffic.

The first meeting will be held at the beginning of January.—Reuters.

THE FRENCH BUDGET.

ADOPTED BY LARGE MAJORITY IN THE CHAMBER.

Paris, Dec. 14.

The Chamber has passed by 460 to 120 the Budget providing for 45,415,131,748 francs receipts and 45,369,189,966 expenditure, thus showing an active surplus of 46,947,777.—Reuters.

CONSIGNEES' NOTICE.

THE BEN LINE STEAMERS, LTD.

From MIDDLESBROUGH, LONDON AND STRAITS.

The Steamship,

"BENRINNES,"

the same members who compose the present Committee; their names are set out in the Articles of Association and they are to hold office until the annual meeting in 1930, instead of retiring at the usual annual meeting which will be held a little over a month from the present date.

The need for confidential representations to local or foreign authorities has been reorganized and the Committee has been given power, by Article 42, to make representations on behalf of any section of the members to any appropriate authority and in their discretion to keep such representations and the results secret.

The Committee are also given power to make "Bye Laws" to govern the general business of the Chamber, and I may say that a complete set of "Bye Laws" for the conduct of arbitrations has been compiled, with forms for the use of arbitrators, and when approved will be printed and incorporated with the Memorandum and Articles, a copy of which will be sent to all members. In case of any doubt as to the procedure to be adopted members can then refer to the "Bye Laws" for guidance and act without fear of making any false step. The Articles also provide that all members of the present Association shall automatically become members of the Limited Company under the Articles.

Resolutions Approved.

I do not think that there is anything further that I can add, and I therefore beg to move the First Resolution contained in the Notice, namely:

That the above named Association be wound up and that for that purpose John Fleming and Archibald Ritchie, Chartered Accountants, both of 3 Queen's Road Central, Victoria, Hongkong, be appointed liquidators with all necessary powers for conducting and completing such winding up at a remuneration to be settled by the Committee.

After this resolution has been seconded I shall be glad to answer to the best of my ability any questions that members may desire to put.

Mr. P. S. Cassidy seconded the resolution, which was carried unanimously.

The Chairman then moved the second resolution:

That in the place of the above named Association a Company Limited by guarantee named "The Hongkong General Chamber of Commerce" be formed and registered under the Hongkong Companies Ordinances 1911-1925 that such formation and registration be undertaken and carried out by the existing Committee of the above named Association and that the Memorandum and Articles of Association thereof be determined and settled by them in such manner as in their absolute discretion they shall think fit and that the assets and records of the above named Association be taken over by and transferred to the Company forthwith after the completion of the said winding up and the said registration; and that all necessary expenses of and incidental to such winding up, formation, registration and transfer be paid by the

Chairman said Committee out of the funds of the above named Association.

Mr. A. E. Martin seconded the resolution, which was carried unanimously.

The Chairman said: During the next two weeks the necessary steps will be taken to wind up the present organization and to register the new Company so that it shall come into being on January 1, 1929.

As an Association existing not for the purpose of profit license will be applied for and will doubtless be granted by His Excellency the Governor to omit the word "Limited" from its title.

There will be no necessity to trouble the members to attend any further meeting in connexion with this matter, and I thank you for your attendance.

The proceedings then terminated.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

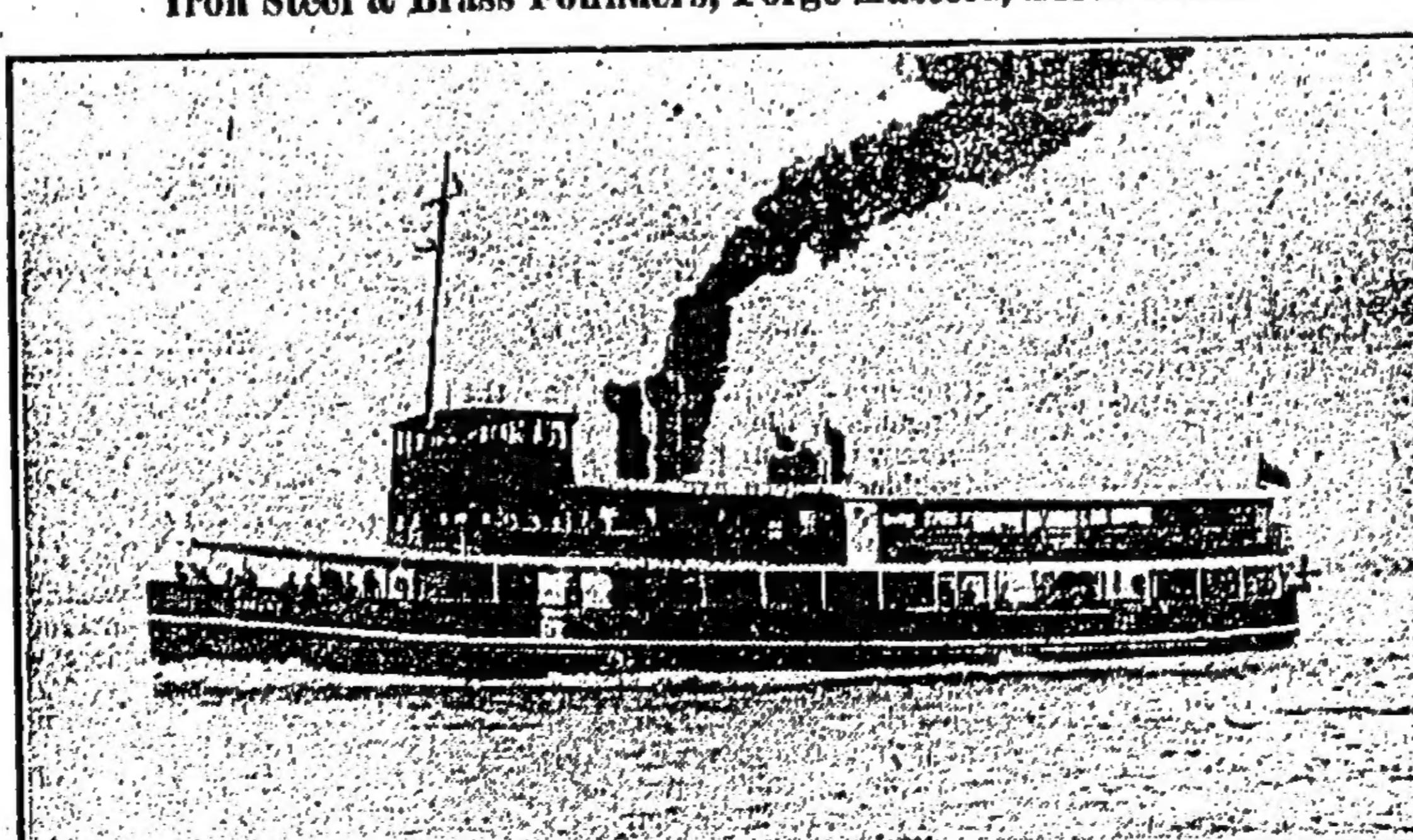
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Twin Screw Ferry Boat Built and Engined at the Kowloon Dock by the Hongkong and Whampoa Dock Co., Ltd., to the order of the Federated Malay States Railways.

Please address enquiries to the Chief Manager:

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Taking Care of Bills of Lading for Straits, Java and Burma, Ceylon, India, Persian Gulf, Mauritius, E. & S. Africa, Australia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, etc.

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S. S. | Tons | From Hong- | to Hong- | Destination

NALDERA | 16,088 | 22nd Dec. | Bombay, M'les & London

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Frequent connections from Port Said for Passengers & Cargo to Constantinople, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S. Co.

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TALAMBA | 8,018 | 24th Dec. | Spore, Penang & Calcutta

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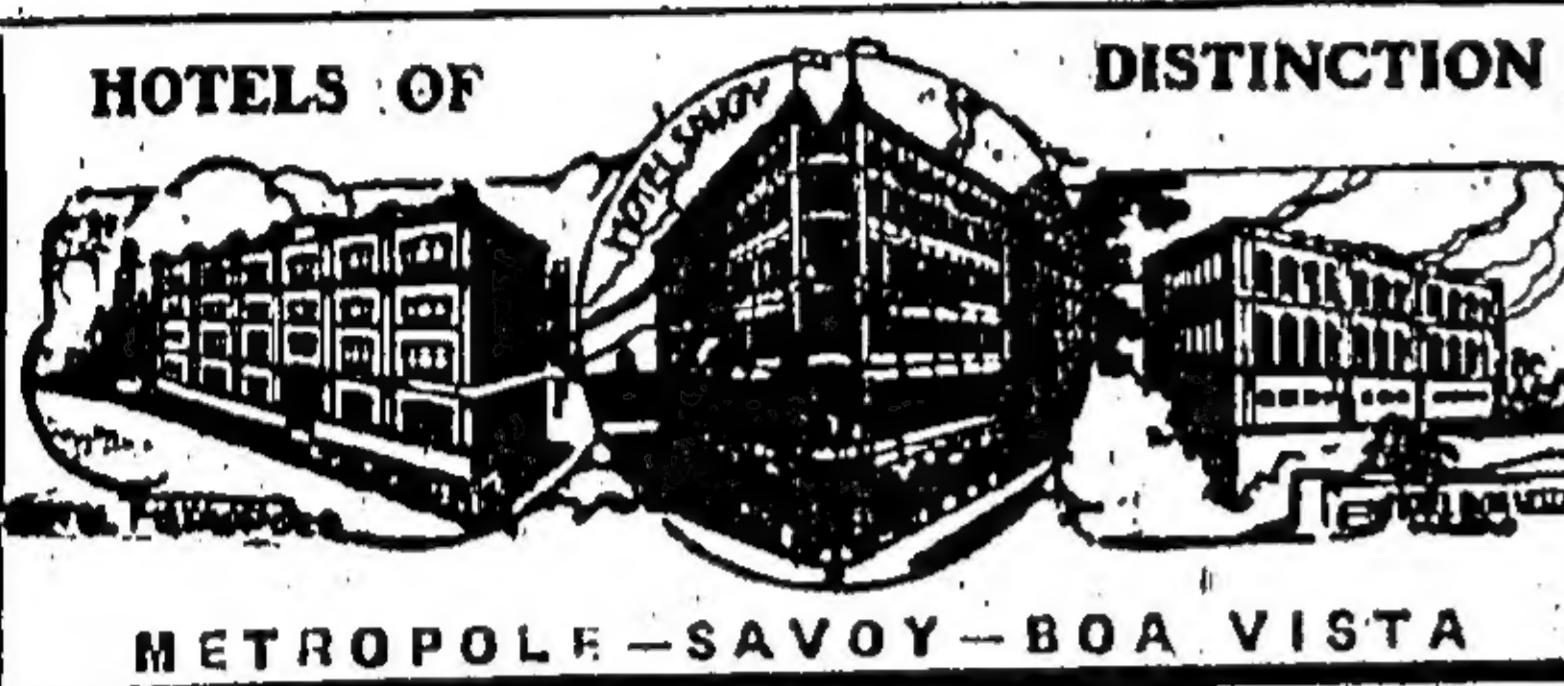
SANTHIA | 7,754 | 26th Jan. | Spore, Penang & Calcutta

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HOTELS
LIMITED.
In association with the Grand Hotel
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KING EDWARD HOTEL
Most Modern and Central Hotel in the Colony, all Bed Rooms
newly renovated and installed with Box Spring Beds, Hot and Cold
Water, also Telephone.
DINNER DANCE
CHRISTMAS & NEW YEAR'S EVE
24th and 31st December, 8 p.m. to 12 m.n.
\$3.00 per person.
BOOKING CAN NOW BE MADE.
Telephone C. 373 J. H. WITCHELL, Manager.



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A first-class Residential and Tourist Hotel with all the conveniences
of a Home. Bar and three Billiard Tables; two in New Billiard Saloon.
Moderate Terms; facilities specially catered for.
MRS. J. H. OXBERY,
Proprietress.
Hotel newly renovated.

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Cables:—"EUROPE"
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After dinner
dancing every
Tuesday, Thursday
and Saturday.
Grill

THE EUROPE HOTEL LTD.

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LARGEST BALLROOM IN THE STRAITS.
Overlooking the Sea.
Hot and Cold Running Water. Modern Sanitary System.
Highest Quality Catering. European Chef.
PRODUCTS DIRECT FROM LONDON MARKET.
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Courtesy, Comfort, Service
and Luxuries of Modern Hotel
Construction.
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MACAU.
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Hongkong.

BRITISH RIGHTS IN INDIA.

STRONG VIEWS AT EUROPEAN CONFERENCE.

"WILD MEN TALKING."

Calcutta, Dec. 14. British interests in India were emphasized to-day at a big conference comprising the Council of the European Association, and delegates from all Provinces in India, when it was made clear that the British residents would resist a Hindu oligarchy to the full.

At the opening of the Conference it was at once decided to send a message of sympathy to the Queen, expressing earnest wishes for the King's complete recovery. The Council's recent memorandum to the Simon Commission was discussed and fully endorsed in a lengthy resolution by the Conference.

Mr. C. E. Chartaer, who presided, said:

"It is useless for wild men to aim at this time at the immediate establishment of a Hindu oligarchy, to talk loudly of their inherent rights and to completely ignore the British connexion.

"We British residents in India have inherent rights also, and we are determined that any scheme of responsible Government shall recognize those rights."—Reuter.

THE NISHIHARA LOAN.

CHINA DOES NOT INTEND TO RECOGNISE.

Shanghai, Dec. 14. Mr. T. V. Soong, Finance Minister, informed the Chinese press yesterday that the prevailing rumours of the National Government's intention to recognize the Nishihara Loan in return for Japan's consent to Customs autonomy are entirely groundless.

Giving reasons for the attitude of the National Government in this connexion, Mr. T. V. Soong said that the money from the Nishihara Loan was spent for the purpose of fighting and with a view to exterminating the Kuomintang movement in South China. The Northern politicians responsible for the negotiation of the Loan were members of the once notorious Anfu Political Clique, which had always been the bitterest enemy of the Kuomintang Party and of the Nationalist movement.

MARSHAL YEN TAKES OFFICE.

DISBANDMENT PARLEY VERY SOON.

Nanking, Dec. 14. Marshal Yen Hsi-shan assumed his portfolio as member of the State Council this morning.

The Finance Minister, Mr. T. V. Soong, officiated at the ceremony and Marshal Ching Kai-sheh and Mr. Teal Yuan-pel were among others present.

With the arrival in Nanking of Marshal Yen, Nanking leaders have decided to call the All-China Disarmament Conference either at the end of this month or early in January. It is understood that telegrams have been sent to Canton and Hankow inviting Marshal Li Chai-sum and General Li Chung-yan to participate in the conference.

GERMAN SUGAR DUTY.

REICHSTAG APPROVES OF INCREASE.

Berlin, Dec. 14. The Reichstag has adopted a Bill for increasing the sugar duty to 25 marks per two hundred-weight, which will be annulled when the price on the Magdeburg Bourse exceeds 21 marks per hundred-weight.

The object of the Bill is stated to be to make foreign producers more amenable to negotiations under the Sugar Convention.—Reuter.

N. D. L. AND H. A. L.

Berlin, Dec. 14. The North German Lloyd announces that negotiations with the Hamburg-American Line for a working agreement have broken off.—Reuter.

GOVERNOR OF N. IRELAND.

London, Dec. 14. The Duke of Abercorn has been gazetted Governor of Northern Ireland for a further period of six years.—Reuter.

THE SPORTS CLUB OPENING.

NEW LOCAL VENTURE LAUNCHED.

CHINESE & NON-CHINESE JOIN IN SCHEME.

NAMES OF OFFICIALS.

Intended to cultivate the spirit of "concord," especially in the realm of sport, there is being opened at noon to-day a new organization, known as The Sports Club, which has secured attractive promises in King's Building. His Excellency the Officer Administering the Government is performing the opening ceremony.

People familiar with racing here are no doubt well aware of the advancement in sporting and social intercourse made in recent years between Chinese and non-Chinese residents as the result of the Jockey Club's action in admitting Chinese members.

The idea of the new Club is to carry this a stage further. At the same time, it is not sufficient to take a Club-house and announce that Chinese and non-Chinese residents are invited to join—there must be some means of encouraging constant meetings, some common topic and some item of mutual interest to discuss.

Keen Interest.

Chinese gentlemen are taking a very keen interest in racing and similar sporting matters to-day and therefore, by forming the Sports Club, which has for its prime object the development of sport, a number of subjects for general conversation are immediately found.

The support which has been given is a sufficient indication that a Club of this nature finds widespread sympathy. The new Club will be managed by the voting members, which will consist of an equal number of Chinese and non-Chinese members.

The Club Fees.

Original voting members have agreed to donate a sum of \$250 each towards the cost of furnishing and fitting up of the Club in a suitable style. Further as voting members, they will pay an entrance fee of \$50 each. Ordinary members will pay an entrance fee of \$2 each. The monthly subscription for voting and ordinary members is to be \$7.

The difference between a voting member and an ordinary member is that the ordinary member will have no voice in the management of the Club, but apart from this he will enjoy exactly the same privileges as a voting member. Absent members will pay a fee of \$6 per year.

The Committee.

The General Committee will consist of six members, three being Chinese and three non-Chinese. The Ballotting Committee will consist of the General Committee and twelve others, six of the latter being Chinese and six non-Chinese. Should the Chairman be non-Chinese, the Vice-Chairman will be Chinese and the Vice-Chairman non-Chinese, and so on.

The Officials.

The first Chairman of the new Club will be Mr. P. White and its first Vice-Chairman, Mr. Ho Leung. Mr. H. C. Lee is the Hon. Secretary, the other members of the Committee being Messrs. H. H. Priestley, P. Tester and T. N. Chan.

About 150 residents have enrolled as members, slightly more than half of this number being non-Chinese. Twelve of these members will act with the Committee members as a Ballotting Committee.

FLIGHT OF BRITISH MINERS.

(Continued from Page 1.)

Carnegie Welfare Clinic in the Rhonda Valley. This \$28,000 is merely touching the fringe of the trouble. There are whole valleys that are dead.

Load of Debt.

There are townships where every man is on the dole and where the Guardians, in spite of the vigilance of the Ministry of Health, are not only heavily in debt but are increasing their indebtedness. The private shopkeepers are in despair, and the multiple shops, branches of national firms, while better able to face bad times, say that they are only keeping open from a sense of duty to supply necessities which the people can afford out of the unemployment benefit or the Poor Law relief, which is all that many of the people have to live on.

MARCONI COMPANY CONTROL.

STILL TO REMAIN IN HANDS OF BRITISH.

ARTICLES AMENDED.

London, Dec. 14. An extraordinary general meeting in London of the Marconi International Marine Communication Company made alterations in the Articles of Association providing that at no time should more than 25 per cent. of the issued shares of the Company be in the hands or under the control of persons not of British nationality.

The amended Articles also provide that no person other than a British subject should be qualified to hold office as a Director of the Company, provided always that this prohibition should not apply to the present Directors.

Senator Marconi, presiding, said it would be unfortunate if the impression got abroad that their Company was not now and had not always been under British control.

Mr. Kellaway, Managing Director, said the Board had not been inspired by any academic opposition to the employment of foreign capital. They would always be glad to see foreigners interesting themselves in the fortunes of the Company.—British Wireless.

"STATE OCTOPUS" DANGER.

LORD BIRKENHEAD ON TAXING THE RICH.

London, Nov. 21. The Earl of Birkenhead, at the monthly luncheon in connexion with the Individual Bookshop, held today at the Hotel Cecil, referred to the Socialist menace of greater taxation through the extended activities of the State Octopus.

"You cannot state in simple and logical language the individual position and defend it," he proceeded. "Still less can any sane person attempt the defence of the Socialist position. The whole controversy between those who insist on the importance of retaining the power of individual initiative and those who would invade still further the integrity and independence of individual decision by the coercive authority of the State is not, and never can be, a difference of principle; it is a difference of degree."

"We are," Lord Birkenhead continued, "drifting to-day—we have drifted ever since the war—more and more rapidly towards the view, wholly mistaken and indefensible, that great new areas ought to be taken over by the State Octopus by which we are menaced."

"We are told that in the future even greater taxation is to be imposed than has ever been conceived by any country. The taxation in this country to-day for rich men, you include income-tax and super-tax, is very nearly or quite 12s. in the £. That must react upon the whole prosperity of the people."

"The idea that you can maintain the population of these tiny islands if you are to impose burdens upon them, and those who alone, by their experience, capacity, and ingenuity, have shown themselves able to keep abreast of recent European and world competition, is the idle babbling of foolish thoughtlessness."

"When I read that Mr. Snowden is contemplating, if and when he is asked to undertake the duty, imposing very heavy new taxation, I, with great respect, ask what indication has any one of the leaders of the Labour Party ever given that he is adequate to manage any business at all."

"It would be a dark day for this nation and Empire if all which in the past has been most instrumental in building up individual character were to be submerged by this new and perilous doctrine that all men are intellectually equal and all men equally meritorious citizens."

"You might as well draw by lot the next team which is to represent this country at the Olympic Games. The result would be as ludicrous as disastrous."

CUBAN SUGAR CROP.

New York, Dec. 14. A message from Havana states that the Minister of Agriculture estimates the Cuban sugar crop at about 4,750,000 long tons.—Reuter.

FINE WEEK-END.

The Observatory weather forecast up till noon to-morrow is: North-east winds, moderate; fine.

Mr. Kodaka, the well-known Japanese pearl expert, has arrived in Hongkong having brought a very fine selection of pearls and culture pearls, mounted as necklaces, rings, brooches, etc. Included in the display are some pretty examples of various pearls set in platinum, gold and silver. Seed pearl necklaces (which are in great demand now) are also being shown, the exhibition opening on Monday next for one week only at Komor and Komor's Art Salons.

HALL CAINE'S FAMOUS STORY FILMED!

"The Woman of Knockaloe" brought to the screen by the great German director Erich Pommer. Lavishly produced and superbly acted, it is Pola Negri's greatest screen triumph!

POLANEGRI

CLIVE BROOK
KINAR HANSON
ERICH POMMER
ROWLAND VANCE
PRODUCTION

You will
be thrilled as
never before
at this mighty
drama [of a
great and
enduring
love!]

BARBED WIRE

A amazing story of a beautiful, patriotic
French girl and a man who represented all she
believed she hated—a German prisoner of war!

9.15—SPECIAL ADDITIONAL ATTRACTION—9.15
NINA ET JACQUES
CLASSICAL DANCERS.

AT THE
QUEEN'S FINAL SHOWINGS TO-DAY
At 2.30, 5.10, 7.15 & 9.20

THE SCREAMINGLY FUNNY FARCE-COMEDY!

Based on the
Famous Stage
Play!

A new
picture
novelty!

The PRINCE of DILSEN

With
George Sydney
Allan Forrest.
Laughs All The Way!

AT THE
WORLD FINAL SHOWINGS TO-DAY
2.30, 6.15 & 7.15.
Cuban Pictures
Atmos of the Lotus

WILLIAM FOR PRESENTS

The ESCAPE

VIRGINIA VALLI
WILLIAM RUSSELL
MARGO DRAPER
GEORGE MEYER
CHARLES HARRIS
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A masterpiece of emotion
enacted in the mad swirl
of New York's gayest
night life!

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STAR FINAL SHOWINGS TO-DAY
Continuous 2.30 to 11.15